

NACOmatic

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IL Min Alt#3	-	5	IKK	-	389
IL Min Rdr#3	-	12	JOT	-	386
IL Min TO#3	-	14	LOT	-	300
10C	-	373	LWV	-	406
1C1	-	498	MDH	-	113
1C5	-	89	MDW	-	167
1H2	-	347	MLI	-	450
1H8	-	124	MQB	-	426
2H0	-	574	MTO	-	443
2K0	-	466	MVN	-	481
3CK	-	285	MWA	-	433
3K6	-	601	OLY	-	487
3LF	-	419	ORD	-	192
3MY	-	505	PIA	-	508
AAA	-	414	PJY	-	526
AJG	-	472	PNT	-	533
ALN	-	34	PPQ	-	529
ARR	-	272	PRG	-	493
BLV	-	57	PWK	-	290
BMI	-	76	RFD	-	256
C09	-	468	RPJ	-	563
C15	-	501	RSV	-	557
C16	-	613	SAR	-	577
C45	-	431	SFY	-	571
C56	-	461	SLO	-	567
C66	-	464	SPI	-	580
C73	-	341	SQI	-	603
C75	-	402	TAZ	-	609
C77	-	537	TIP	-	551
C81	-	367	UGN	-	308
CIR	-	106	UIN	-	539
CMI	-	133	VLA	-	616
CPS	-	92	VYS	-	522
CTK	-	108			
CUL	-	121			
DEC	-	328			
DKB	-	321			
DNV	-	314			
DPA	-	152			
DTG	-	345			
ENL	-	129			
EZI	-	397			
FEP	-	358			
FOA	-	354			
FWC	-	351			
GBG	-	363			
GRE	-	370			
HSB	-	376			
I63	-	477			
IGQ	-	160			
IJX	-	380			

IL Mins - Alternates #3	-	5	MOLINE	MLI	-	450
IL Mins - Radar #3	-	12	MONEE	C56	-	461
IL Mins - Take-Off #3	-	14	MONMOUTH	C66	-	464
ALTON-ST. LOUIS ... ALN	-	34	MONTICELLO	2K0	-	466
BELLEVILLE	BLV	-	MORRIS	C09	-	468
BLOOMINGTON-NORMAL	BMI	-	MOUNT CARMEL	AJG	-	472
BOLINGBROOK	1C5	-	MOUNT STERLING	I63	-	477
CAHOKIA-ST. LOUIS .	CPS	-	MOUNT VERNON	MVN	-	481
CAIRO	CIR	-	OLNEY-NOBLE	OLY	-	487
CANTON	CTK	-	PARIS	PRG	-	493
CARBONDALE-MURPHYSB	MDH	-	PAXTON	1C1	-	498
CARMI	CUL	-	PEKIN	C15	-	501
CASEY	1H8	-	PEORIA	3MY	-	505
CENTRALIA	ENL	-	PEORIA	PIA	-	508
CHAMPAIGN-URBANA ..	CMI	-	PERU	VYS	-	522
CHICAGO-AURORA	ARR	-	PINCKNEYVILLE	PJY	-	526
CHICAGO-LAKE IN THE	3CK	-	PITTSFIELD	PPQ	-	529
CHICAGO-PROSPECT HE	PWK	-	PONTIAC	PNT	-	533
CHICAGO-ROMEIOVILLE	LOT	-	POPLAR GROVE	C77	-	537
CHICAGO-WAUKEGAN ..	UGN	-	QUINCY	UIN	-	539
CHICAGO	IGQ	-	RANTOUL	TIP	-	551
CHICAGO	MDW	-	ROBINSON	RSV	-	557
CHICAGO	ORD	-	ROCHELLE	RPJ	-	563
CHICAGO	RFD	-	SALEM	SLO	-	567
CHICAGO WEST CHICAG	DPA	-	SAVANNA	SFY	-	571
DANVILLE	DNV	-	SHELBYVILLE	2H0	-	574
DE KALB	DKB	-	SPARTA	SAR	-	577
DECATUR	DEC	-	SPRINGFIELD	SPI	-	580
DIXON	C73	-	ST. JACOB	3K6	-	601
DWIGHT	DTG	-	STERLING ROCKFALLS	SQI	-	603
EFFINGHAM	1H2	-	TAYLORVILLE	TAZ	-	609
FAIRFIELD	FWC	-	URBANA	C16	-	613
FLORA	FOA	-	VANDALIA	VLA	-	616
FREEPORT	FEP	-				
GALESBURG	GBG	-				
GRAYSLAKE	C81	-				
GREENVILLE	GRE	-				
GREENWOOD-WONDER LA	10C	-				
HARRISBURG	HSB	-				
JACKSONVILLE	IJX	-				
JOLIET	JOT	-				
KANKAKEE	IKK	-				
KEWANEE	EZI	-				
LACON	C75	-				
LAWRENCEVILLE	LWV	-				
LINCOLN	AAA	-				
LITCHFIELD	3LF	-				
MACOMB	MQB	-				
MANITO	C45	-				
MARION	MWA	-				
MATTOON-CHARLESTON	MTO	-				

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALTON/ST. LOUIS, IL

ST. LOUIS RGNL ILS or LOC Rwy 29¹
 LOC BC Rwy 11¹
 NDB Rwy 17²
 RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 29
 RNAV (GPS) Rwy 35
 VOR-A

NA when local weather not available.

¹NA when control tower closed.

²Categories A,B, 900-2; Category C, 900-2½;
 Category D, 900-2¾.

ANTIGO, WI

LANGLADE COUNTY NDB Rwy 16¹
 RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

APPLETON, WI

OUTAGAMIE COUNTY
 RGNL ILS or LOC Rwy 3¹
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 30
 VOR/DME Rwy 21

NA when local weather not available.

¹NA when control tower closed.

ASHLAND, WI

JOHN F. KENNEDY
 MEMORIAL RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 31
 VOR Rwy 2¹
 VOR Rwy 31

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

BARABOO, WI

BARABOO
 WISCONSIN DELLS RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 19
 VOR-A

NA when local weather not available.

BELLEVILLE, IL

SCOTT AFB/
 MIDAMERICA ILS or LOC/DME Rwy 14L¹
 ILS or LOC Rwy 14R¹²
 ILS Rwy 32L²³
 ILS or LOC Rwy 32R¹
 RNAV (GPS) Rwy 14L⁴⁵
 RNAV (GPS) Rwy 32R⁴⁵

¹ILS, Category C, 700-2; Category D, 800-2½;
 Category E, 800-2¾. LOC, Category D, 800-
 2½; Category E, 800-2¾.

²NA when control tower closed.

³ILS, Category D, 800-2½; Category E, 800-
 2¾. LOC, Category E, 800-2¾.

⁴NA when local weather not available.

⁵Category D, 800-2½.

BLOOMINGTON/NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-
 NORMAL ILS or LOC Rwy 20¹²
 ILS or LOC Rwy 29¹
 ILS or LOC/DME Rwy 2¹²
 LOC BC Rwy 11
 RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 29

NA when local weather not available.

¹ILS, Category D, 700-2.

²NA when control tower closed.

BOSCobel, WI

BOSCobel RNAV (GPS) Rwy 7¹
 RNAV (GPS) Rwy 25¹
 VOR/DME Rwy 25²

NA when local weather not available.

¹Categories A,B, 900-2; Category C, 1000-2¾.

²Categories A,B, 1000-2; Category C, 1000-2¾.

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NAME ALTERNATE MINIMUMS
BURLINGTON, WI
 BURLINGTON MUNI RNAV (GPS) Rwy 29
 VOR Rwy 29¹
 NA when local weather not available.
¹Category D, 800-2½.

CAHOKIA/ST. LOUIS, IL
 ST. LOUIS
 DOWNTOWN ILS or LOC Rwy 30L¹²³
 RNAV (GPS) Rwy 12R³⁴
¹NA when control tower closed.
²ILS, Category D, 700-2.
³NA when local weather not available.
⁴Category D, 800-2½.

CARBONDALE-MURPHYSBORO, IL
 SOUTHERN ILLINOIS RNAV (GPS) Rwy 18L
 RNAV (GPS) Rwy 36R
 NA when local weather not available.

CHAMPAIGN-URBANA, IL
 UNIVERSITY OF ILLINOIS-
 WILLARD ILS or LOC Rwy 32R¹²
 LOC/DME BC Rwy 14L¹²
 RADAR-1¹
 RNAV (GPS) Rwy 4²
 RNAV (GPS) Rwy 14L²
 RNAV (GPS) Rwy 18²
 RNAV (GPS) Rwy 22²
 RNAV (GPS) Rwy 32R²
 RNAV (GPS) Rwy 36²
 VOR Rwy 4²
 VOR/DME Rwy 14L²
¹NA when control tower closed.
²NA when local weather not available.

CHICAGO, IL
 CHICAGO MIDWAY
 INTL VOR/DME RNAV or GPS Rwy 22L
 Category D, 800-2½.

CHICAGO O'HARE INTL ILS or LOC Rwy 9L
 ILS or LOC Rwy 9R
 ILS, LOC, Categories A, B, 1100-2; Categories
 C, D, 1100-3.

LANSING MUNI RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 RNAV (GPS) Rwy 36
 VOR-A
 NA when local weather not available.

CHICAGO(WEST CHICAGO), IL
 DUPAGE ILS or LOC Rwy 2L
 RNAV (GPS) Rwy 10
 RNAV (GPS) Rwy 20R
 VOR Rwy 10
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
CHICAGO/AURORA, IL
 AURORA MUNI ILS or LOC Rwy 9¹
 ILS or LOC Rwy 33¹²
 RNAV (GPS) Rwy 9¹
 RNAV (GPS) Rwy 33²
¹NA when control tower closed.
²NA when local weather not available.
³ILS, Categories A,B,C,D, 700-2.

**CHICAGO/PROSPECT HEIGHTS/
 WHEELING, IL**
 CHICAGO EXECUTIVE ILS or LOC Rwy 16
 RNAV (GPS) Rwy 16
 NA when local weather not available.

CHICAGO/ROMEOVILLE, IL
 LEWIS UNIVERSITY RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 27
 VOR Rwy 9
 NA when local weather not available.
 Category D, 800-2½.

CHICAGO/WAUKEGAN, IL
 WAUKEGAN RGNL ILS Rwy 23
 NA when control tower closed.

CLINTONVILLE, WI
 CLINTONVILLE MUNI RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 32
 NA when local weather not available.

DANVILLE, IL
 VERMILION RGNL ILS or LOC Rwy 21
 RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 34
 VOR/DME Rwy 3
 VOR Rwy 21
 NA when local weather not available.

DE KALB, IL
 DE KALB TAYLOR MUNI ... ILS or LOC Rwy 2¹
 RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 27
 NA when local weather not available.
¹Categories C,D, 700-2.

NAME ALTERNATE MINIMUMS

DECATUR, IL

DECATUR ILS or LOC Rwy 6²³
 LOC BC Rwy 24¹
 RNAV (GPS) Rwy 6²
 RNAV (GPS) Rwy 18²
 RNAV (GPS) Rwy 24²
 RNAV (GPS) Rwy 30²
 RNAV (GPS) Rwy 36²
 VOR Rwy 18²
 VOR Rwy 36²

¹NA when control tower closed.

²NA when local weather not available.

³ILS, Category D, 700-2.

EAGLE RIVER, WI

EAGLE RIVER UNION NDB Rwy 22¹
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22

NA when local weather not available.

¹Category C, 800-2¼; Category D, 800-2½.

EAU CLAIRE, WI

CHIPPEWA VALLEY
 RGNL ILS or LOC Rwy 22¹²
 RNAV (GPS) Rwy 4¹²
 RNAV (GPS) Rwy 22¹²
 VOR-A²³

¹Category D, 800-2½.

²NA when local weather not available.

³Categories A, B, 900-2; Category C, 900-2½;

Category D, 1000-3.

EFFINGHAM, IL

EFFINGHAM COUNTY
 MEMORIAL RNAV (GPS) Rwy 1
 VOR Rwy 1

NA when local weather not available.

Category D, 900-2¼.

FAIRFIELD, IL

FAIRFIELD MUNI RNAV (GPS) Rwy 9
 NA when local weather not available.

FLORA, IL

FLORA MUNI RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21

NA when local weather not available.

FOND DU LAC, WI

FOND DU LAC
 COUNTY RNAV (GPS) Rwy 36
 NA when local weather not available.

FREEPORT, IL

ALBERTUS RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 VOR Rwy 24

NA when local weather not available.

NAME ALTERNATE MINIMUMS

GREEN BAY, WI

AUSTIN STRAUBEL INTL ILS or LOC Rwy 6
 LOC BC Rwy 24
 RADAR-1

NA when control tower closed.

HARRISBURG, IL

HARRISBURG-RALEIGH NDB Rwy 24
 RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24

NA when local weather not available.

HAYWARD, WI

SAWYER COUNTY RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 20

NA when local weather not available.

Category C, 800-2¼; Category D, 1000-3.

JACKSONVILLE, IL

JACKSONVILLE MUNI RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 31
 VOR Rwy 13

NA when local weather not available.

JANESVILLE, WI

SOUTHERN WISCONSIN
 RGNL ILS or LOC Rwy 4¹⁴
 ILS or LOC Rwy 32²³⁴
 RNAV (GPS) Rwy 4³
 RNAV (GPS) Rwy 14³
 RNAV (GPS) Rwy 22³

¹ILS, Category D, 700-2.

²ILS, LOC, Categories A,B, 1100-2; Categories C,D, 1100-3.

³NA when local weather not available.

⁴NA when control tower closed.

JOLIET, IL

JOLIET RGNL RNAV (GPS) Rwy 13
 VOR Rwy 13

NA when local weather not available.

JUNEAU, WI

DODGE COUNTY LOC Rwy 26
 NDB Rwy 2
 NDB Rwy 20
 RNAV (GPS) Rwy 2
 RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 20
 RNAV (GPS) Rwy 26

NA when local weather not available.

NAME ALTERNATE MINIMUMS

KANKAKEE, IL

GREATER KANKAKEE RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 34
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

KENOSHA, WI

KENOSHA RGNL ILS or LOC Rwy 7L¹
RNAV (GPS) Rwy 7L
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 25R
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 25R

NA when local weather not available.

¹NA when control tower closed.

LA CROSSE, WI

LA CROSSE MUNI ILS or LOC Rwy 18¹⁴
NDB Rwy 18³⁵
RNAV (GPS) Rwy 3²³
RNAV (GPS) Rwy 13³⁴
RNAV (GPS) Rwy 18³⁴
RNAV (GPS) Rwy 21³⁵
RNAV (GPS) Rwy 31³⁶
RNAV (GPS) Rwy 36³⁴
VOR Rwy 13³⁴
VOR Rwy 36¹⁴

¹NA when control tower closed.

²Categories A,B, 1100-2; Category C, 1100-3;
Category D, 1200-3.

³NA when local weather not available.

⁴Category C, 800-2½; Category D, 1200-3.

⁵Categories A,B, 1200-2; Categories C,D,
1200-3.

⁶Categories A,B, 1000-2; Category C, 1000-3;
Category D, 1200-3.

LAND O'LAKES, WI

KING'S LAND O'LAKES ... RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

LAWRENCEVILLE, IL

LAWRENCEVILLE-VINCENNES

INTL VOR Rwy 36
Category D, 800-2½.

LINCOLN, IL

LOGAN COUNTY NDB Rwy 21¹
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.

¹Category C, 800-2½, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

LITCHFIELD, IL

LITCHFIELD MUNI RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

LONE ROCK, WI

TRI-COUNTY RGNL RNAV (GPS) Rwy 9¹
RNAV (GPS) Rwy 27¹
VOR-A²

NA when local weather not available.

¹Categories A,B, 900-2; Category C, 900-2½.

²Categories A,B, 1000-2; Category C 1000-2½.

MACOMB, IL

MACOMB MUNI LOC Rwy 27¹
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR/DME-A

NA when local weather not available.

¹NA when FBO closed.

MADISON, WI

DANE COUNTY RGNL-

TRUAX FIELD ILS or LOC Rwy 21¹
ILS or LOC/DME Rwy 18¹²
ILS or LOC/DME Rwy 36¹²
RADAR-1²
VOR/DME or TACAN Rwy 14²
VOR/DME or TACAN Rwy 18²
VOR/DME or TACAN Rwy 32²
VOR Rwy 21³

¹NA when control tower closed.

²Category E, 900-3.

³Categories A,B, 900-2; Category C, 900-2½;
Category D, 900-2½.

MANITOWOC, WI

MANITOWOC COUNTY ILS or LOC Rwy 17¹
RNAV (GPS) Rwy 17¹
RNAV (GPS) Rwy 35¹
VOR Rwy 17
VOR/DME Rwy 35¹

Category D, 800-2½.

¹NA when local weather not available.

MARION, IL

WILLIAMSON COUNTY

RGNL ILS or LOC Rwy 20¹
NDB Rwy 20
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20²

NA when local weather not available.

¹NA when control tower closed.

²Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

MARSHFIELD, WI

MARSHFIELD MUNI NDB or GPS Rwy 4¹
NDB Rwy 16¹
RNAV (GPS) Rwy 16²
RNAV (GPS) Rwy 34²
¹NA except for operators with approved weather reporting service.

²NA when local weather not available.

MATTOON-CHARLESTON, IL

COLES COUNTY

MEMORIAL ILS or LOC Rwy 29
NDB Rwy 29
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 29
VOR Rwy 6
VOR Rwy 24

NA when local weather not available.

MEDFORD, WI

TAYLOR COUNTY RNAV (GPS) Rwy 27
NA when local weather not available.

MENOMONIE, WI

MENOMONIE MUNI-SCORE

FIELD RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR/DME Rwy 27

NA when local weather not available.

MERRILL, WI

MERRILL MUNI RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

MILWAUKEE, WI

LAWRENCE J. TIMMERMAN LOC Rwy 15L
VOR or GPS Rwy 4L
VOR or GPS Rwy 15L

NA when control tower closed.

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F. LEE

MEMORIAL FIELD RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 28
RNAV (GPS) Rwy 36

NA when local weather not available.

MOLINE, IL

QUAD-CITY INTL ILS or LOC Rwy 9¹
ILS or LOC Rwy 27¹²³
RNAV (GPS) Rwy 13³
RNAV (GPS) Rwy 31³
¹NA when control tower closed.

²ILS, Category D, 700-2.

³NA when local weather not available.

NAME ALTERNATE MINIMUMS

MONROE, WI

MONROE MUNI RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR/DME Rwy 30

NA when local weather not available.

MORRIS, IL

MORRIS MUNI-JAMES R

WASHBURN FIELD RNAV (GPS) Rwy 36
NA when local weather not available.

MOSINEE, WI

CENTRAL WISCONSIN ILS or LOC Rwy 8¹
ILS or LOC Rwy 35

NA when control tower closed.

¹NA when local weather not available.

MOUNT CARMEL, IL

MOUNT CARMEL MUNI RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

MOUNT VERNON, IL

MOUNT VERNON ILS Rwy 23¹²
RNAV (GPS) Rwy 5³
RNAV (GPS) Rwy 23³
¹NA between 2000-0630 local time.

²ILS, Category D, 700-2.

³NA when local weather not available.

NEW RICHMOND, WI

NEW RICHMOND RGNL . RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

OLNEY-NOBLE, IL

OLNEY-NOBLE NDB Rwy 3
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 11
VOR/DME-A

NA when local weather not available.

OSCEOLA, WI

L O SIMENSTAD MUNI ... RNAV (GPS) Rwy 28
NA when local weather not available.

OSHKOSH, WI

WITTMAN RGNL ILS or LOC Rwy 36¹
LOC/DME BC Rwy 18¹
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 18²
RNAV (GPS) Rwy 27²
RNAV (GPS) Rwy 36¹
VOR Rwy 9²
VOR Rwy 18²³
¹NA when control tower closed.

²NA when local weather not available.

³Category D, 800-2¼.

ALTERNATE MINS

M6

NAME ALTERNATE MINIMUMS
PARIS, IL
 EDGAR COUNTY RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 VOR/DME-A
 NA when local weather not available.

PEORIA, IL
 GENERAL DOWNING-
 PEORIA INTL ILS or LOC Rwy 4
 ILS or LOC Rwy 31
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 31
 VOR/DME or TACAN Rwy 31
 NA when local weather not available.

PERU, IL
 ILLINOIS VALLEY RGNL-WALTER A.
 DUNCAN FIELD RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36
 NA when local weather not available.

PHILLIPS, WI
 PRICE COUNTY RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 19
 NA when local weather not available.

PLATTEVILLE, WI
 PLATTEVILLE MUNI RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 25
 RNAV (GPS) Rwy 33
 NA when local weather not available.

PONTIAC, IL
 PONTIAC MUNI RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 VOR Rwy 24
 NA when local weather not available.

PRAIRIE DU CHIEN, WI
 PRAIRIE DU CHIEN MUNI ... VOR/DME Rwy 29
 Category A/B 1000-2, Category C/D 1200-3.

QUINCY, IL
 QUINCY RGNL-
 BALDWIN FIELD RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 31
 RNAV (GPS) Rwy 36
 VOR Rwy 4
 VOR/DME Rwy 22
 NA when local weather not available.

NAME ALTERNATE MINIMUMS
RACINE, WI
 JOHN H. BATTEN RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 32
 VOR Rwy 4
 NA when local weather not available.

RANTOUL, IL
 RANTOUL NATL AVN CNTR-
 FRANK ELLIOTT FLD RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27
 NA when local weather not available.

RHINELANDER, WI
 RHINELANDER-
 ONEIDA COUNTY RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 27
 RNAV (GPS) Rwy 33
 NA when local weather not available.

RICE LAKE, WI
 RICE LAKE REGIONAL-
 CARL'S FIELD ILS or LOC Rwy 1¹
 RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 19
 VOR Rwy 1
 VOR/DME Rwy 19
 NA when local weather not available.
¹ILS, Category D, 700-2.

SHEBOYGAN, WI
 SHEBOYGAN COUNTY
 MEMORIAL RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 21
 RNAV (GPS) Rwy 31
 VOR Rwy 3¹
 VOR Rwy 21
 NA when local weather not available.
¹Categories A, B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

SPARTA, IL
 SPARTA COMMUNITY-
 HUNTER FIELD RNAV (GPS) Rwy 36
 NA when local weather not available.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

NAME ALTERNATE MINIMUMS

SPRINGFIELD, IL

ABRAHAM LINCOLN

CAPITAL ILS or LOC Rwy 4¹²

ILS or LOC Rwy 22¹²

RADAR-1²³

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 22

RNAV (GPS) Rwy 31

VOR/DME Rwy 4

VOR/DME Rwy 13

VOR/DME Rwy 22

VOR/DME Rwy 31

NA when local weather not available.

¹ILS, Category D, 700-2.

²NA when control tower closed.

³Category E, 800-2¼.

STERLING ROCKFALLS, IL

WHITESIDE CO-

JOSEPH H BITTORF FIELD NDB Rwy 7

RNAV (GPS) Rwy 7

RNAV (GPS) Rwy 25

NA when local weather not available.

STEVENS POINT, WI

STEVENS POINT

MUNI RNAV (GPS) Rwy 3

RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 21

RNAV (GPS) Rwy 30

VOR/DME Rwy 3

VOR/DME Rwy 21

VOR/DME Rwy 30

Category D, 800-2¼.

NA when local weather not available.

STURGEON BAY, WI

DOOR COUNTY

CHERRYLAND RNAV (GPS) Rwy 2

RNAV (GPS) Rwy 20

NA when local weather not available.

TAYLORVILLE, IL

TAYLORVILLE MUNI NDB Rwy 18

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

TOMAHAWK, WI

TOMAHAWK RGNL RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

WATERTOWN, WI

WATERTOWN MUNI RNAV (GPS) Rwy 5¹²

RNAV (GPS) Rwy 11¹³

RNAV (GPS) Rwy 23¹²

RNAV (GPS) Rwy 29¹²

VOR/DME Rwy 29²
¹NA when local weather not available.

²Category D, 900-3.

³Categories A, B, 900-2; Category C, 900-2¼;

Category D, 900-3.

WAUKESHA, WI

WAUKESHA COUNTY ILS or LOC Rwy 10¹²

RNAV (GPS) Rwy 10¹³

RNAV (GPS) Rwy 28¹³

VOR-A¹³
¹NA when local weather not available.

²ILS, Category C, 700-2; Category D, 700-2¼.

LOC, Category D, 800-2¼.

³Category D, 800-2¼.

WAUPACA, WI

WAUPACA MUNI RNAV (GPS) Rwy 10

RNAV (GPS) Rwy 28

NA when local weather not available.

WAUSAU, WI

WAUSAU DOWNTOWN .. RNAV (GPS) Rwy 12

NA when local weather not available.

WEST BEND, WI

WEST BEND MUNI RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 24

RNAV (GPS) Rwy 31

VOR Rwy 24

NA when local weather not available.

RADAR MINS

10098

RADAR INSTRUMENT APPROACH MINIMUMS

CHAMPAIGN/URBANA, IL Amdt. 6A, OCT 28, 2002 (FAA)

ELEV 754

UNIVERSITY OF ILLINOIS-WILLARD

RADAR - 316°-135° 121.35 285.65 136°-315° 132.85 291.0 **A**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	14L		ABC	1100-1	346	(400-1)	D	1100-1½	346	(400-1½)
	32R		ABC	1100/24	351	(400-½)	D	1100/50	351	(400-1)
CIRCLING			A	1160-1	406	(500-1)	B	1220-1	466	(500-1)
			C	1220-1½	466	(500-1½)	D	1320-2	566	(600-2)

When control tower closed, ASR not authorized.

Category D S-32R visibility increased to RVR 6000 for inoperative MALSR.

CHICAGO/ROCKFORD, IL Amdt. 10A, DEC 21, 2006 (FAA)

ELEV 742

CHICAGO/ ROCKFORD INTL

RADAR - 121.0 327.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	1		AB	1160/24	431	(500-½)	C	1160/40	431	(500-¾)
			D	1160/50	431	(500-1)				
	7		AB	1180/24	438	(500-½)	C	1180/40	438	(500-¾)
			D	1180/50	438	(500-1)				
	25		AB	1220-1	485	(500-1)	C	1220-1¼	485	(500-1¼)
			D	1220-1½	485	(500-1½)				
CIRCLING			A	1220-1	478	(500-1)	b	1240-1	498	(500-1)
			C	1240-1½	498	(500-1½)	D	1320-2	578	(600-2)

GREEN BAY, WI

Amdt. 9C, JUL 6, 2006 (FAA)

ELEV 695

AUSTIN STRAUBEL INTL

RADAR - 119.4 338.2 **▽ A**

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	36		AB	1100/24	418	(500-½)	C	1100/40	418	(500-¾)
			D	1100/50	418	(500-1)				
	24		AB	1120-1	438	(500-1)	C	1120-1¼	438	(500-1¼)
			D	1120-1½	438	(500-1½)				
	18		AB	1220-1	525	(600-1)	C	1220-1½	525	(600-1½)
			D	1220-1¼	525	(600-1¼)				
	6		AB	1220/24	528	(600-½)	C	1220/50	528	(600-1)
			D	1220/60	528	(600-1¼)				
CIRCLING			AB	1220-1	525	(600-1)	C	1220-1½	525	(600-1½)
			D	1260-2	565	(600-2)				

For inoperative MALSR, increase ASR S-36 Category D visibility to RVR 6000.

When control tower closed, ASR not authorized.

EC-3

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

10098

N1

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010


RADAR INSTRUMENT APPROACH MINIMUMS

MADISON, WI

Amdt. 17A, April 8, 2010 (FAA)

ELEV 887

DANE COUNTY RGNL-TRUAX FIELD

RADAR - 135.45 343.7 

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	21		AB	1360-½	473 (500-½)	C	1360-¾	473 (500-¾)
			D	1360-1	473 (500-1)	E	1360-1¼	473 (500-1¼)
	36		AB	1360/24	498 (500-½)	C	1360/50	498 (500-1)
			D	1360/60	498 (500-1¼)	E	1360/1½	498 (500-1½)
	14		AB	1360-1	499 (500-1)	C	1360-1¼	499 (500-1¼)
			D	1360-1½	499 (500-1½)	E	1360-1¾	499 (500-1¾)
	18		AB	1360/24	500 (600-½)	C	1360/40	500 (600-¾)
			D	1360/50	500 (600-1)	E	1360/60	500 (600-1¼)
	32		AB	1440-1	579 (600-1)	C	1440-1½	579 (600-1½)
			D	1440-1¾	579 (600-1¾)	E	1440-2	579 (600-2)
CIRCLING			A	1440-1	553 (600-1)	B	1460-1	573 (600-1)
			C	1460-1½	573 (600-1½)	D	1460-2	573 (600-2)
			E	1700-3	813 (900-3)			

When control tower closed, ASR procedures not authorized.

SPRINGFIELD, IL

Amdt. 9, OCT 27, 2005 (FAA)

ELEV 597

ABRAHAM LINCOLN CAPITAL

RADAR - 118.6 323.0

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
ASR	22		ABC	960-½	363 (400-½)	DE	960-1	363 (400-1)
	31		AB	1240-½	650 (700-1)	C	1240-1¼	650 (700-1¼)
			D	1240-1½	650 (700-1½)	E	1240-1¾	650 (700-1¾)
	4		ABC	960/24	368 (400-½)	DE	960/50	368 (400-1)
CIRCLING			AB	1240-1	643 (700-1)	C	1240-1¾	643 (700-1¾)
			D	1240-2	643 (700-2)	E	1380-2¾	783 (800-2¾)

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.

For inoperative MALSR; increase S-4 categories D and E visibility to 6000; increase S-22 categories D and E visibility to 1¼; increase S-31 category E visibility to 2¼.

When control tower closed, ASR not authorized.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALTON/ST. LOUIS, IL

ST. LOUIS RGNL (ALN)

AMDT 1 10266 (FAA)

NOTE: **Rwy 11**, tree and pole beginning 1066' from DER, 668' left of centerline, up to 76' AGL/575' MSL. **Rwy 17**, multiple trees beginning 1274' from DER, 282' left of centerline, up to 67' AGL/606' MSL. Multiple trees beginning 1624' from DER, 115' right of centerline, up to 102' AGL/621' MSL. **Rwy 29**, multiple trees and floodlight on hangar beginning 665' from DER, 406' left of centerline, up to 99' AGL/618' MSL. Multiple trees beginning 1570' from DER, 197' right of centerline, up to 75' AGL/604' MSL. **Rwy 35**, multiple trees and light standard beginning 823' from DER, 478' left of centerline, up to 67' AGL/596' MSL. Multiple trees beginning 1035' from DER, 15' right of centerline, up to 43' AGL/572' MSL.

AMERY, WI

AMERY MUNI (AHH)

AMDT 1 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1 or std. with a min. climb of 335' per NM to 1600

NOTE: **Rwy 18**, towers 6684' from departure end of runway, 2072' left of centerline, 140' AGL/1340' MSL.

NAME TAKE-OFF MINIMUMS

ANTIGO, WI

LANGLADE COUNTY (AIG)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. w/ min. climb of 221' per NM to 1900, or alternatively, with std. takeoff min. and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8**, Trees beginning 3692' from departure end of runway, 538' right of centerline, up to 100' AGL/1799' MSL. Vehicle and road 796' from departure end of runway, 27' right of centerline, 15' AGL/1544' MSL. **Rwy 16**, Vehicle and road beginning 150' from departure end of runway, 212' left of centerline, 15' AGL/1539' MSL. **Rwy 26**, Trees beginning 2447' from departure end of runway, on centerline, up to 100' AGL/1614' MSL.

APPLETON, WI

OUTAGAMIE COUNTY RGNL (ATW)

ORIG 10154 (FAA)

NOTE: **Rwy 3**, antenna on building, 266' from DER, 259' right of centerline, 12' AGL/891' MSL. Trees beginning 545' from DER, 467' right of centerline, up to 42' AGL/911' MSL. **Rwy 12**, tree, 85' from DER, 310' left of centerline, 13' AGL/861' MSL. **Rwy 30**, trees beginning 568' from DER, 575' right of centerline, up to 21' AGL/950' MSL.

ASHLAND, WI

JOHN F. KENNEDY MEMORIAL (ASX)
AMDT 1 08157 (FAA)

NOTE: **Rwy 2**, trees beginning 52' from departure end of runway, 209' right of centerline, up to 100' AGL/939' MSL. Trees beginning 119' from departure end of runway, 110' left of centerline, up to 100' AGL/929' MSL. Antenna 2411' from departure end of runway, 920' left of centerline, 117' AGL/926' MSL. **Rwy 13**, trees beginning 44' from departure end of runway, 161' right of centerline, up to 100' AGL/878' MSL. Trees beginning 831' from departure end of runway, 241' left of centerline, up to 100' AGL/868' MSL. **Rwy 20**, truck on road 329' from departure end of runway, 576' right of centerline, 15' AGL/844' MSL. Trees beginning 206' from departure end of runway, 229' right of centerline, up to 100' AGL/893' MSL. Trees beginning 1152' from departure end of runway, 295' left of centerline, up to 100' AGL/893' MSL. **Rwy 31**, truck on road 65' from departure end of runway, 325' right and 331' left of centerline, 15' AGL/844' MSL. Trees beginning 90' from departure end of runway, 172' right of centerline, up to 100' AGL/919' MSL. Trees beginning 34' from departure end of runway, 222' left of centerline, up to 100' AGL/838' MSL.

BARABOO, WI

BARABOO WISCONSIN DELLS (DLL)
ORIG 85017 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1.

DEPARTURE PROCEDURE: **Rwy 14**, southeastbound departures, climbing left turn to heading 070° intercept DLL R-090, climb to 3200 before proceeding southeastbound. **Rwys 19, 32**, southeastbound departures (090° CW 180°) climb on runway heading to 3200 before proceeding on course.

BELLEVILLE, IL

SCOTT AFB, MID AMERICA (BLV)
ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32L**, 300-1½ or std. w/ a min. climb of 250' per NM to 800.

NOTE: **Rwy 32L**, tree 1.24 NM from DER, 2285' left of centerline, 100' AGL/699' MSL. **Rwy 32R**, trees beginning 352' from DER, 198' left of centerline, up to 77' AGL/501' MSL. Trees beginning 1349' from DER, 439' right of centerline, up to 94' AGL/516' MSL.

BLACK RIVER FALLS, WI

BLACK RIVER FALLS AREA (BCK)
AMDT 1 (FAA)

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1400 before proceeding on course.

BLOOMINGTON-NORMAL, IL

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)
ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 198° to 1400 before turning left.

NOTE: **Rwy 2**, pole 1638' from departure end of runway, 908' right of centerline, 78' AGL/922' MSL. **Rwy 11**, tree 2069' from departure end of runway, 1031' right of centerline, 60' AGL/933' MSL.

BOLINGBROOK, IL

BOLINGBROOK'S CLOW INTL (1C5)
ORIG 10098 (FAA)

NOTE: **Rwy 18**, multiple buildings and trees beginning 84' from DER, 349' left of centerline, up to 100' AGL/769' MSL. Trees 774' from DER, 163' right of centerline, up to 100' AGL/749' MSL. **Rwy 36**, building and trees beginning 288' from DER, 40' left of centerline, up to 100' AGL/775' MSL. Multiple buildings and sign beginning at DER, 73' right of centerline, up to 50' AGL/700' MSL.

BOSCOBEL, WI

BOSCOBEL (OVS)
AMDT 1 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 600-3 or std. w/ min. climb of 447' per NM to 1300. **Rwy 7**, std. w/ min. climb of 548' per NM to 1500, or 1200-2½ for climb in visual conditions. **Rwy 20**, std. w/ min. climb of 672' per NM to 1400 or 1200-2½ for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 381' per NM to 1300 or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1300 before turning south. **Rwy 7**, climb heading 067° to 1500 before turning south, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 20**, climb heading 197° to 1500 before turning east, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course. **Rwy 25**, climb heading 247° to 1500 before proceeding on course, or for climb in visual conditions, cross Boscobel Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 2**, trees 1.3 NM from departure end of runway, 2536' left of centerline, 100' AGL/1118' MSL. Trees 1.6 NM from departure end of runway, 1276' left of centerline, 100' AGL/1127' MSL. Trees 1750' from departure end of runway, 470' left of centerline, 100' AGL/835' MSL. **Rwy 7**, trees 1.2 NM from departure end of runway, 2270' right of centerline, 100' AGL/1167' MSL. Trees 1290' from departure end of runway, 580' left of centerline, 100' AGL/726' MSL. Tree 13' from departure end of runway, 489' left of centerline, 10' AGL/690' MSL. Trees 1988' from departure end of runway, 250' left of centerline, 40' AGL/738' MSL. **Rwy 20**, tower 1.7 NM from departure end of runway, 640' right of centerline, 205' AGL/1196' MSL. Tower 3070' from departure end of runway, 865' left of centerline, 100' AGL/790' MSL. **Rwy 25**, tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL. Tree 2.1 NM from departure end of runway, 1110' right of centerline, 100' AGL/1066' MSL. Trees 958' from departure end of runway, 478' right of centerline, 40' AGL/737' MSL. Trees 1165' from departure end of runway, 701' left of centerline, 40' AGL/731' MSL. Tree 1.6 NM from departure end of runway, 2290' right of centerline, 100' AGL/1137' MSL.

BOYCEVILLE, WI

BOYCEVILLE MUNI (3T3)
ORIG 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 1300-2 or std. with a min. climb of 340' per NM to 2700.

NOTE: **Rwy 8**, tower 6.44 NM from departure end of runway, 3378' right of centerline, 1200' AGL/2180' MSL.

BURLINGTON, WI

BURLINGTON MUNI (BUU)
AMDT 2 86128 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 11**, climb runway heading to 1400 before turning.

CABLE, WI

CABLE UNION (3CU)
AMDT 4 99308 (FAA)

DEPARTURE PROCEDURE: **Rwy 16**, west departures, climb runway heading to 1900 before turning westbound.

CAHOKIA/ST. LOUIS, IL

ST. LOUIS DOWNTOWN (CPS)
AMDT 8 10266 (FAA)

TAKEOFF MINIMUMS: **Rwy 5**, 200-1 ¼ or std. with a min. climb of 343' per NM to 700. **Rwy 30L**, 400-2½ or std. with a min. climb of 220' per NM to 900, alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 5**, climb on heading 047° to 900 before turning left. **Rwys 12L, 12R**, climb on heading 122° to 1000 before turning left. **Rwy 23**, climb on heading 227° to 2000 before turning. **Rwys 30L, 30R**, climb on heading 302° to 1600 before turning.

NOTE: **Rwy 5**, obstruction light on transmission tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL. Transmission tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL. **Rwy 12L**, tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL. **Rwy 12R**, tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL. Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL. **Rwy 23**, multiple trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL. Multiple trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL. **Rwy 30L**, multiple trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL. Multiple trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

CANTON, IL

INGERSOLL (CTK)
ORIG 08213 (FAA)

NOTE: **Rwy 9**, tree 1335' from departure end of runway, 772' right of centerline, 100' AGL/749' MSL. **Rwy 36**, tree 1162' from departure end of runway, 486' right of centerline, 100' AGL/739' MSL.

CARBONDALE/MURPHYSBORO, IL

SOUTHERN ILLINOIS (MDH)
ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18L, 18R**, std. w/ min. climb of 225' per NM to 1100, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18L, 18R**, for climb in visual conditions, cross Southern Illinois airport at or above 1200 MSL before proceeding on course.

NOTE: **Rwy 6**, road 179' from DER, 214' left of centerline, 418' MSL. **Rwy 18L**, tree 3235' from DER, 696' right of centerline, 100' AGL/497' MSL. Antenna 2731' from DER, 458' left of centerline, 100' AGL/483' MSL. Tower 2780' from DER, 484' left of centerline, 100' AGL/483' MSL. Pole 1166' from DER, 192' right of centerline, 100' AGL/439' MSL. **Rwy 24**, trees beginning 633' from DER left and right of centerline up to 100' AGL/485' MSL. **Rwy 36L**, trees beginning 480' from DER left and right of centerline up to 100' AGL/479' MSL.

CARMi, IL

CARMi MUNI (CUL)
AMDT 1 83356 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 1000 before turning westbound.

CASEY, IL

CASEY MUNI (1H8)
AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Environmental.

NOTE: **Rwy 4**, tank 4010' from DER, 1464' right of centerline, 140' AGL/785' MSL. Vehicle on road 651' from DER, 539' right of centerline, 15' AGL/671' MSL. Trees 998' from DER, 463' right of centerline, 100' AGL/756' MSL. **Rwy 22**, vehicle on road 255' from DER, 399' left of centerline, 15' AGL/671' MSL. Trees 2297' from DER, 766' right of centerline, 100' AGL/756' MSL.

CENTRALIA, IL

CENTRALIA MUNI (ENL)
AMDT 1 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.

CHAMPAIGN/URBANA, IL

UNIVERSITY OF ILLINOIS-WILLARD (CMI)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 041° to 1300 before turning left.

NOTE: **Rwy 4**, trees beginning 56' from departure end of runway, 23' left of centerline, up to 63' AGL/808' MSL. Trees beginning 56' from departure end of runway, 89' right of centerline, up to 98' AGL/843' MSL. **Rwy 14R**, rod on obstruction light 520' from departure end of runway, 383' left of centerline, 17' AGL/760' MSL. Glide slope 541' from departure end of runway, 439' left of centerline, 36' AGL/779' MSL. Rod on obstruction light 543' from departure end of runway, 439' left of centerline, 37' AGL/780' MSL. **Rwy 18**, Terrain beginning 2' from departure end of runway, from left to right of centerline, up to 0' AGL/749' MSL. **Rwy 32L**, terrain 20' from departure end of runway, 152' right of centerline, 0' AGL/752' MSL. Antenna on ASR 1920' from departure end of runway, 331' left of centerline, 82' AGL/831' MSL.

CHICAGO, IL

CHICAGO MIDWAY INTL (MDW)

AMDT 10 08101 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R**, Climbing right turn to 2400 heading 100° before proceeding on course. **Rwys 13C, 13L, 13R**, Climb heading 135° to 1400 before turning. **Rwys 22L, 22R**, Climb heading 224° to 1300 before turning. **Rwys 31C, 31L, 31R**, Climb heading 315° to 1500 before turning.

NOTE: **Rwy 4L**, fence 18' from departure end of runway, 257' left of centerline, 12' AGL/616' MSL. Vehicle plus road 143' from departure end of runway, 163' left of centerline, 16' AGL/620' MSL. Building 251' from departure end of runway, 217' left of centerline, 26' AGL/630' MSL. Sign 1912' from departure end of runway, 330' left of centerline, 88' AGL/692' MSL. Multiple light poles and trees beginning 375' from departure end of runway, 98' right of centerline, up to 75' AGL/679' MSL.

Rwy 4R, LOC 300' from departure end of runway, on centerline, 10' AGL/614' MSL. Light pole and multiple trees beginning 40' from departure end of runway, 369' left of centerline, up to 75' AGL/679' MSL. Blast fence 277' from departure end of runway, 45' left of centerline, 9' AGL/613' MSL. Tower 3983' from departure end of runway, 1142' left of centerline, 109' AGL/708' MSL. Multiple light poles and trees beginning 96' from departure end of runway, 21' right of centerline, up to 53' AGL/657' MSL. Train beginning 1483' from departure end of runway, 570' right of centerline, 48' AGL/654' MSL. **Rwy 13C**, LOC 248' from departure end of runway, on centerline, 8' AGL/619' MSL. Building 101' from departure end of runway, 254' left of centerline, 14' AGL/625' MSL. Trees beginning 288' from departure end of runway, 459' left of centerline, up to 76' AGL/680' MSL. Trees beginning 109' from departure end of runway, 402' right of centerline, up to 86' AGL/700' MSL. **Rwy 13L**, multiple poles and trees beginning 362' from departure end of runway, 215' left of centerline, up to 71' AGL/675' MSL. Trees beginning 1136' from departure end of runway, 54' right of centerline, up to 76' AGL/680' MSL. **Rwy 13R**, wind sock 263' from departure end of runway, 256' left of centerline, 9' AGL/621' MSL. Tree 1852' from departure end of runway, 960' left of centerline, 75' AGL/661' MSL. Building 459' from departure end of runway, 594' right of centerline, 50' AGL/660' MSL. Hangar 661' from departure end of runway, 291' right of centerline, 52' AGL/661' MSL. **Rwy 22L**, multiple poles and trees beginning 74' from departure end of runway, 375' left of centerline, up to 70' AGL/689' MSL. Multiple poles and trees beginning 465' from departure end of runway, 49' right of centerline, up to 60' AGL/679' MSL. Tank 4100' from departure end of runway, 161' right of centerline, 109' AGL/728' MSL. **Rwy 22R**, multiple poles and trees beginning 575' from departure end of runway, 168' left of centerline, up to 58' AGL/677' MSL. Tank 4100' from departure end of runway, 161' left of centerline, 109' AGL/728' MSL. Fence 198' from departure end of runway, 3' right of centerline, 12' AGL/630' MSL. Trees beginning 183' from departure end of runway, 65' right of centerline, up to 72' AGL/686' MSL.

CHICAGO MIDWAY INTL (CONT)

Rwy 31C, LOC 239' from departure end of runway, on centerline, 10' AGL/617' MSL. Trees beginning 452' from departure end of runway, 454' left of centerline, up to 63' AGL/667' MSL. Spire 2207' from departure end of runway, 699' left of centerline, 78' AGL/684' MSL. Multiple poles and trees beginning 142' from departure end of runway, 28' right of centerline, up to 73' AGL/672' MSL. DME 183' from departure end of runway, 309' right of centerline, 17' AGL/624' MSL. Sign 1528' from departure end of runway, 270' right of centerline, 52' AGL/652' MSL. Tank 5576' from departure end of runway, 1430' right of centerline, 162' AGL/756' MSL. **Rwy 31L**, trees beginning 1299' from departure end of runway, 85' left of centerline, up to 53' AGL/662' MSL. Trees beginning 1779' from departure end of runway, 26' right of centerline, up to 68' AGL/667' MSL. **Rwy 31R**, multiple poles and trees beginning 379' from departure end of runway, 49' left of centerline, up to 65' AGL/664' MSL. Pole and trees beginning 70' from departure end of runway, 50' right of centerline, up to 68' AGL/667' MSL.

CHICAGO-O'HARE INTL (ORD)

AMDT 17 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 27L**, std. w/ min. climb of 220' per NM to 1700. **Rwy 27R**, std. w/ min. climb of 228' per NM to 1800. **Rwy 28**, std. w/ min. climb of 222' per NM to 1700. **Rwy 32L**, std. w/ min. climb of 240' per NM to 1800.

NOTE: **Rwy 4L**, buildings beginning 3302' from DER, 1198' right of centerline, up to 109' AGL/751' MSL. **Rwy 4R**, tree 810' from DER, 611' right of centerline, 36' AGL/675' MSL. Trees beginning 2149' from DER, 834' left of centerline, up to 100' AGL/749' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL. **Rwy 9L**, building 2771' from DER, 1234' right of centerline, 94' AGL/745' MSL. **Rwy 9R**, street light 877' from DER, 689' right of centerline, 40' AGL/673' MSL. Tree 3492' from DER, 1054' left of centerline, 100' AGL/744' MSL. **Rwy 10**, parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL. Parked aircraft on ramp 940' from DER, 641' left of centerline, 80' AGL/735' MSL. Towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL. **Rwy 14L**, light poles beginning 981' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp 100' from DER, 383' right of centerline, 80' AGL/729' MSL. Sign 1292' from DER, 724' right of centerline, 37' AGL/682' MSL. **Rwy 14R**, parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/736' MSL. **Rwy 22R**, parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/736' MSL. **Rwy 27L**, parked aircraft on ramp, 70' from DER, 408' left of centerline, 80' AGL/740' MSL. Rod on tower 2591' from DER, 1181' left of centerline, 86' AGL/753' MSL. Parked aircraft on ramp 3627' from DER, 1225' right of centerline, 80' AGL/754' MSL. **Rwy 27R**, tanks beginning 1489' from DER, 886' left of centerline, 53' AGL/726' MSL. Lighted hopper and elevator 2778' from DER, 1020' left of centerline, 111' AGL/776' MSL. **Rwy 28**, trees beginning 1717' from DER, 752' left of centerline, up to 100' AGL/789' MSL. **Rwy 32L**, pole 1993' from DER, 791' left of centerline, 49' AGL/716' MSL.

CHICAGO, IL (CON'T)

LANSING MUNI (IGQ)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1¼ or std. w/ min. climb of 322' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 002° to 1200 before proceeding on course.

NOTE: **Rwy 9**, poles beginning 1203' from DER, from left to right of centerline, up to 32' AGL/647' MSL. Building 1882' from DER, 964' left of centerline, 50' AGL/668' MSL. Tower 4314' from DER, 664' left of centerline, 149' AGL/764' MSL. **Rwy 18**, trees beginning 381' from DER, 440' right of centerline, up to 42' AGL/661' MSL.

Rwy 27, hangar and building beginning 254' from DER, 69' right of centerline, up to 26' AGL/641' MSL. Trees, antennas, antennas on buildings, signs, light poles, and road with vehicles beginning 326' from DER, from left to right of centerline, up to 68' AGL/683' MSL. Tank 575' from DER, 65' left of centerline, 16' AGL/630' MSL. **Rwy 36**, pole 5546' from DER, 1932' right of centerline, 164' AGL/777' MSL.

CHICAGO/AURORA, IL

AURORA MUNI (ARR)

AMDT 1 07298 (FAA)

NOTE: **Rwy 9**, vehicle on road 794' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. Multiple trees beginning 4126' from departure end of runway, on centerline, 100' AGL/819' MSL. **Rwy 15**, multiple trees, power poles and road beginning 900' from departure end of runway, 47' right of centerline, up to 100' AGL/809' MSL. Power pole 1313' from departure end of runway, 47' left of centerline, 34' AGL/733' MSL. **Rwy 18**, multiple power poles beginning 1218' from departure end of runway, 190' right of centerline, up to 35' AGL/734' MSL. Multiple trees beginning 3646' from departure end of runway, on centerline up to 100' AGL/809' MSL. **Rwy 27**, vehicle on road 1020' from departure end of runway, right and left of centerline, 15' AGL/734' MSL. **Rwy 33**, multiple trees and road beginning 788' from departure end of runway, 238' right of centerline, up to 79' AGL/788' MSL. Road and power pole beginning 577' from departure end of runway, 137' left of centerline, up to 38' AGL/747' MSL. **Rwy 36**, tree, pole and fence beginning 31' from departure end of runway, 169' left of centerline, up to 35' AGL/734' MSL. Vehicle on road beginning 1099' from departure end of runway, right and left of centerline, 15' AGL/734' MSL.

CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL

CHICAGO EXECUTIVE (PWK)

AMDT 2 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with min. climb of 286' per NM to 900.

NOTE: **Rwy 6**, tree 226' from departure end of runway, 226' right of centerline, 51' AGL/691' MSL. **Rwy 12**, antenna 4287' from departure end of runway, 1191' right of centerline, 129' AGL/769' MSL. **Rwy 16**, tree 1572' from departure end of runway, 423' left of centerline, 62' AGL/702' MSL. Obstruction light, 393' from departure end of runway, 383' right of centerline, 14' AGL/658' MSL. **Rwy 24**, tower 2955' from departure end of runway, 990' left of centerline, 133' AGL/783' MSL. **Rwy 30**, antenna 5171' from departure end of runway, 758' right of centerline, 152' AGL/802' MSL. Tower 4865' from departure end of runway 1002' right of centerline, 131' AGL/778' MSL. **Rwy 34**, tree 479' from departure end of runway, 465' left of centerline, 79' AGL/723' MSL.

CHICAGO/ROMEOVILLE, IL

LEWIS UNIVERSITY (LOT)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1¼ or std. w/ min. climb of 420' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1300 before turning right.

NOTE: **Rwy 2**, multiple towers, tree, and stack beginning 1196' from DER, 49' left of centerline, up to 213' AGL/876' MSL. **Rwy 9**, multiple trees and building beginning 243' from DER, 358' left of centerline, up to 64' AGL/735' MSL. Multiple light poles, trees, and sign beginning 112' from DER, 174' right of centerline, up to 77' AGL/721' MSL. **Rwy 27**, multiple trees beginning 1143' from DER, 634' right of centerline, up to 70' AGL/723' MSL.

CHICAGO/WAUKEGAN, IL

WAUKEGAN RGNL (UGN)

ORIG 91122 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.

CHICAGO/WEST CHICAGO, IL

DUPAGE (DPA)

ORIG 07354 (FAA)

NOTE: **Rwy 2L**, tree 2249' from departure end of runway, 1065' left of centerline, 15' AGL/831' MSL. **Rwy 2R**, tower 4561' from departure end of runway, 1540' right of centerline, 140' AGL/899' MSL. **Rwy 10**, building 631' from departure end of runway, 611' left of centerline, 15' AGL/777' MSL, tree 872' from departure end of runway, 336' left of centerline, 15' AGL/815' MSL, tree 1437' from departure end of runway, 367' left of centerline, 15' AGL/827' MSL, stack 1639' from departure end of runway, 184' left of centerline, 50' AGL/810' MSL. **Rwy 15**, road 267' from departure end of runway, 130' left of centerline, 15' AGL/815' MSL, road 467' from departure end of runway, 8' left of centerline, 15' AGL/815' MSL. Signal pole 804' from departure end of runway, 235' right of centerline, 15' AGL/800' MSL, trees beginning 1075' from departure end of runway, 133' right of centerline, 15' AGL/832' MSL. **Rwy 33**, multiple trees starting 332' from departure end of runway, 356' left and right of centerline, 15' AGL/836' MSL, obstruction light on pole 887' from departure end of runway, 149' left of centerline, 10' AGL/796' MSL, obstruction light on pole 927' from departure end of runway, 120' right of centerline, 10' AGL/793' MSL.

CLINTONVILLE, WI

CLINTONVILLE MUNI (CLI)

AMDT 1 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-environmental. NOTE: **Rwy 4**, trees beginning 382' from departure end of runway, 485' right of centerline, up to 100' AGL/914' MSL, elevator 1199' from departure end of runway, 300' right of centerline, up to 100' AGL/930' MSL. **Rwy 14**, trees beginning 379' from departure end of runway, 424' right of centerline, up to 100' AGL/909' MSL. **Rwy 22**, trees beginning 729' from departure end of runway, 471' right of centerline, up to 100' AGL/929' MSL. **Rwy 32**, trees beginning 1215' from departure end of runway, 426' left of centerline, up to 100' AGL/934' MSL.

DANVILLE, IL

VERMILION RGNL (DNV)
ORIG 09183 (FAA)

NOTE: **Rwy 3**, tree 2298' from departure end of runway, 725' right of centerline, 50' AGL/761' MSL. **Rwy 16**, tree 4101' from departure end of runway, 378' left of centerline, 50' AGL/789' MSL. **Rwy 21**, tree 1982' from departure end of runway, 802' left of centerline, 50' AGL/728' MSL. **Rwy 34**, tree 3460' from departure end of runway, 2' right of centerline, 50' AGL/812' MSL.

DE KALB, IL

DE KALB TAYLOR MUNI (DKB)
AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.
DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1400 before proceeding on course.

DECATUR, IL

DECATUR (DEC)

AMDT 3 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 060° to 1700 before turning left. **Rwy 30**, climb heading 300° to 1400 before turning right. **Rwy 36**, climbing left turn to intercept AXC VORTAC R-340 to 2000 before proceeding on course.

NOTE: **Rwy 24**, pole 802' from DER, 664' left of centerline, 30' AGL/704' MSL. Trees beginning 895' from DER, 722' right of centerline, up to 88' AGL/762' MSL. **Rwy 30**, trees beginning 948' from DER, 395' left of centerline, up to 78' AGL/742' MSL. Trees beginning 1314' from DER, 57' right of centerline, up to 90' AGL/739' MSL. **Rwy 36**, trees beginning 1549' from DER, 14' left of centerline, up to 75' AGL/749' MSL. Trees beginning 460' from DER, 84' right of centerline, up to 72' AGL/751' MSL.

DEHAVAN, WI

LAKE LAWN (C59)

AMDT 1 03247 (FAA)

NOTE: **Rwy 18**, trees 150' from departure end of runway, 200' right of centerline, 56' AGL/1023' MSL. Trees 300' from departure end of runway, 200' right of centerline, 50' AGL/1017' MSL. **Rwy 36**, trees 90' from departure end of runway, 175' left of centerline, 66' AGL/1045' MSL. Poles 251' from departure end of runway, 86' right of centerline, 66' AGL/1045' MSL. Pole 90' from departure end of runway, 240' right of centerline, 60' AGL/1039' MSL. Pole 85' from departure end of runway, 170' left of centerline, 60' AGL/1039' MSL.

DIXON, IL

DIXON MUNI - CHARLES R WALGREEN
FIELD (C73)

AMDT 2 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-1½ or std. w/ min. climb of 410' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 123° to 1300 before turning right.

NOTE: **Rwy 12**, T-L towers beginning 1.20 NM from DER, left and right of centerline, up to 180' AGL/1139' MSL. **Rwy 8**, vehicle on road 336' from DER, 184' right of centerline, 15' AGL/812' MSL. Road 359' from DER on centerline, 796' MSL. **Rwy 26**, trees beginning 386' from DER, 182' right and left of centerline, up to 52' AGL/833' MSL. Multiple roof tops and poles beginning 164' from DER, 360' right of centerline, up to 25' AGL/806' MSL. Stack and railroad tracks beginning 570' from DER, 304' right of centerline, up to 60' AGL/843' MSL.

EAGLE RIVER, WI

EAGLE RIVER UNION (EGV)

ORIG 06271 (FAA)

NOTE: **Rwy 4**, road 240' from departure end of runway, 559' right of centerline, 15' AGL/1654' MSL. Terrain 51' from departure end of runway, 288' right of centerline, 0' AGL/1639' MSL. **Rwy 13**, road 268' from departure end of runway, 572' left of centerline, 15' AGL/1654' MSL. **Rwy 22**, road 246' from departure end of runway, 566' right of centerline, 15' AGL/1654' MSL. Multiple trees 476' from departure end of runway, 430' right of centerline, 83' AGL/1722' MSL. Multiple trees 761' from departure end of runway, 147' left of centerline, 96' AGL/1735' MSL.

EAST TROY, WI

EAST TROY MUNI (57C)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Environmental.

NOTE: **Rwy 8**, trees beginning 106' from DER, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 34' from DER, 6' left of centerline, up to 100' AGL/908' MSL. **Rwy 26**, vehicle on road 346' from DER, 17' right of centerline, up to 15' AGL/865' MSL. Vehicle on road 561' from DER, 588' left of centerline, up to 15' AGL/865' MSL. Vehicle on road 607' from DER, 46' right of centerline, up to 17' AGL/867' MSL. Trees beginning 1850' from DER, 131' right of centerline, up to 100' AGL/989' MSL. Trees beginning 2870' from DER, 431' left of centerline, up to 100' AGL/959' MSL.

EAU CLAIRE, WI

CHIPPEWA VALLEY RGNL (EAU)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-2 ¾ or std. w/ min. climb of 295' per NM to 1500. **Rwy 32**, 200-1 ½ or std. w/ min. climb of 270' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 138° to 2000 before proceeding on course.

Rwy 22, climb heading 224° to 1700 before proceeding on course. **Rwy 32**, climb heading 304° to 1700 before proceeding on course.

NOTE: **Rwy 4**, terrain 25' from departure end of runway, 98' left of centerline, 0' AGL/942' MSL. **Rwy 14**, trees beginning 336' from departure end of runway, 73' right of centerline, up to 62' AGL/1110' MSL. Trees beginning 999' from departure end of runway, 29' left of centerline up to 60' AGL/1159' MSL. Radio tower 2.2 NM from departure end of runway, 18' left of centerline, 455' AGL/1349' MSL. **Rwy 22**, vehicle on road and obstruction light on pole beginning 116' from departure end of runway, 426' right of centerline, up to 17' AGL/892' MSL. Trees 639' from departure end of runway, 509' left of centerline, 30' AGL/909' MSL. **Rwy 32**, trees beginning 184' from departure end of runway, 502' left of centerline, up to 67' AGL/1069' MSL. Trees beginning 562' from departure end of runway, 224' right of centerline, up to 74' AGL/933' MSL.

EFFINGHAM, IL

EFFINGHAM COUNTY MEMORIAL (1H2)

AMDT 5 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 220' per NM to 1300 or 1000-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 009° to 1100 before turning left or for climb in visual conditions, cross Effingham County Memorial airport at or above 1400 before proceeding on course. **Rwy 29**, climb heading 294° to 1100 before turning right.

NOTE: **Rwy 1**, vehicles on roadway, 439' from DER, left and right of centerline, up to 15' AGL/600' MSL. Trees beginning 389' from DER, 499' right of centerline, up to 100' AGL/680' MSL. **Rwy 11**, trees beginning 2071' from DER, left and right of centerline, up to 100' AGL/670' MSL. **Rwy 19**, trees beginning 5' from DER, left and right of centerline, up to 100' AGL/670' MSL.

FAIRFIELD, IL

FAIRFIELD MUNI (FWC)

AMDT 2 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 400-1 or std. with a min. climb of 310' per NM to 800. **Rwy 27**, 300-1 or std. with a min. climb of 320' per NM to 600.

FLORA, IL

FLORA MUNI (FOA)

AMDT 1 84047 (FAA)

DEPARTURE PROCEDURE: **Rwys 3, 33**, climb runway heading to 1100 before turning left. **Rwy 21**, climb runway heading to 1100 before turning right.

FOND DU LAC, WI

FOND DU LAC COUNTY (FLD)

AMDT 1A 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 2000 before turning north. **Rwy 36**, climb runway heading to 2000 before turning east.

NOTE: **Rwy 9**, control tower 190' from DER, 409' right of centerline, 29' AGL/816' MSL.

FREEPORT, IL

ALBERTUS (FEP)

ORIG 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, NA-Environmental.

NOTE: **Rwy 24**, multiple trees beginning 446' from departure end of runway, 450' right of centerline, up to 67' AGL/903' MSL.

FRIENDSHIP (ADAMS), WI

ADAMS CO. LEGION FIELD (63C)

AMDT 1 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA - unsurveyed turf runways. **Rwy 33**, 500-2 or std. with a min. climb of 400' per NM to 1600.

NOTE: **Rwy 15**, powerline 1210' from departure end of runway, 130' left of centerline, 60' AGL/1090' MSL.

Rwy 33, trees 200' from departure end of runway, 200' left of centerline, 57' AGL/1032' MSL. Trees 1.43 NM from departure end of runway, 2653' left of centerline, 100' AGL/1399' MSL. Watch tower 1.69 NM from departure end of runway, 2271' left of centerline, 150' AGL/1400' MSL.

GALESBURG, IL

GALESBURG MUNI (GBG)

ORIG 10210 (FAA)

NOTE: **Rwy 3**, trees beginning 1372' from DER, 352' right of centerline to 752' right of centerline, up to 55' AGL/819' MSL. **Rwy 10**, trees beginning 326' from DER, 154' right of centerline to 764' left of centerline, up to 63' AGL/820' MSL. Light 3969' from DER, 700' left of centerline 106' AGL/863' MSL. **Rwy 21**, trees beginning 361' from DER, 496' left of centerline, to 657' right of centerline, up to 42' AGL/796' MSL. **Rwy 28**, trees beginning 79' from DER, 138' left of centerline, to 330' right of centerline, up to 29' AGL/786' MSL. Pole 1204' from DER, 372' right of centerline 32' AGL/789' MSL.

GRANTSBURG, WI

GRANTSBURG MUNI (GTG)

ORIG 94230 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1.

GRAYSLAKE, IL

CAMPBELL (C81)

AMDT 1 82063 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climb runway heading to 1200 before turning.

GREEN BAY, WI

AUSTIN STRAUBEL INTL (GRB)

AMDT 2 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 062° to 1300 before turning right. **Rwy 18**, climb heading 182° to 1600 before turning left.

NOTE: **Rwy 18**, tree 3022' from departure end of runway, 680' left of centerline, 100' AGL/779' MSL.

Rwy 24, trees beginning 1556' from departure end of runway, 893' left of centerline, up to 100' AGL/779' MSL. Pole 1114' from departure end of runway, 665' left of centerline, 38' AGL/722' MSL.

GREENVILLE, IL

GREENVILLE (GRE)

ORIG 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.

NOTE: **Rwy 18**, vehicle on road at DER, 376' left of centerline, up to 15' AGL/554' MSL. Trees beginning 534' from DER, 491' right of centerline, up to 100' AGL/639' MSL. Trees beginning 3097' from DER, 54' left of centerline, 100' AGL/629' MSL. **Rwy 36**, vehicle on road at DER, 393' right of centerline, up to 15' AGL/554' MSL.

HARRISBURG, IL

HARRISBURG-RALEIGH (HSB)

AMDT 1 10266 (FAA)

NOTE: **Rwy 6**, trees beginning 62' from DER, 257' left of centerline, up to 100' AGL/519' MSL. Trees and PVC pipe in concrete beginning 627' from DER, 230' left of centerline, up to 100' AGL/519' MSL. Tree 895' from DER, 523' right of centerline, 61' AGL/454' MSL. Tree 5590' from DER, 1383' left of centerline, 100' AGL/539' MSL. **Rwy 14**, vehicle 368' from DER, 594' right of centerline, 15' AGL/394' MSL. Trees beginning 3343' from DER, 1286' left of centerline, up to 100' AGL/509' MSL. **Rwy 24**, trees beginning 919' from DER, 487' right of centerline, up to 100' AGL/509' MSL. Trees beginning 1706' from DER, 420' right of centerline, up to 100' AGL/519' MSL. **Rwy 32**, vehicle 482' from DER, 609' left of centerline, 15' AGL/414' MSL. Trees beginning 1087' from DER, 207' left of centerline, up to 100' AGL/509' MSL. Trees beginning 1616' from DER, 45' right of centerline, up to 100' AGL/509' MSL.

HAYWARD, WI

SAWYER COUNTY (HYR)

AMDT 4 99308

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 300' per NM to 1300. **Rwy 20**, 300-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34**, 300-1 or std. with a min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading to 1900 before turning eastbound.

JANESVILLE, WI

SOUTHERN WISCONSIN RGNL (JVL)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2½ or std. w/a min. climb of 203' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway.

NOTE: **Rwy 4**, Road 342' from departure end of runway, 520' right of centerline, 17' AGL/846' MSL. Trees beginning 624' from departure end of runway, 366' left of centerline, up to 60' AGL/889' MSL. Light on pole 1290' from departure end of runway, 595' left of centerline, 21' AGL/840' MSL. Antenna 804' from departure end of runway, 190' left of centerline, 16' AGL/825' MSL. **Rwy 32**, Tree 1524' from departure end of runway 857' left of centerline, 100' AGL/869' MSL. **Rwy 36**, tree 1427' from departure end of runway, 108' left of centerline, 42' AGL/851' MSL. Road 385' from departure end of runway, 20' left of centerline, 15' AGL/824' MSL. Tower 1.92 NM from departure end of runway, 1427' left of centerline, 258' AGL/1101' MSL.

JOLIET, IL

JOLIET RGNL (JOT)

AMDT 4 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2 or std. w/a min. climb of 217' per NM to 1000 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER. **Rwy 13**, 600-3 or std. w/a min. climb of 300' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13**, climb heading 130° to 1100 before turning left.

NOTE: **Rwy 5**, vehicle on road 98' from DER, 379' left of centerline, up to 15' AGL/599' MSL. Vehicle on road 453' from DER, 602' right of centerline, up to 15' AGL/599' MSL. Trees beginning 500' from DER, 627' left of centerline, up to 100' AGL/654' MSL. Pole 878' from DER, 44' right of centerline, 22' AGL/602' MSL. Trees beginning 853' from DER, 597' right of centerline, up to 100' AGL/734' MSL. Rising terrain beginning 1.7 NM from DER, 68' left of centerline, up to 834' MSL.

Rwy 13, vehicle on road 39' from DER, 491' right of centerline, up to 15' AGL/589' MSL. Vehicle on road 177' from DER, 512' left of centerline, up to 15' AGL/584' MSL. Tower 2 NM from DER, 2601' right of centerline, 420' AGL/973' MSL. Building 567' from DER, 270' right of centerline, 28' AGL/602' MSL. **Rwy 23**, vehicle on road beginning 8' from DER, left and right of centerline, up to 15' AGL/594' MSL. Trees beginning 195' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 31**, buildings beginning 4' from DER, left and right of centerline, up to 100' AGL/606' MSL. Trees beginning 135' from DER, left and right of centerline, up to 100' AGL/675' MSL. Vehicle on road beginning 93' from DER, left and right of centerline, up to 17' AGL/594' MSL. Poles beginning 138' from DER, left and right of centerline, up to 50' AGL/628' MSL.

JUNEAU, WI

DODGE COUNTY (UNU)

ORIG 94286 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1.

KANKAKEE, IL

GREATER KANKAKEE (IKK)
ORIG 07074 (FAA)

NOTE: **Rwy 4**, vehicle on road 532' from departure end of runway, 546' left of centerline, 15' AGL/652' MSL. **Rwy 16**, vehicle on road 729' from departure end of runway, 181' right of centerline, 15' AGL/645' MSL. **Rwy 22**, vehicle on road 1069' from departure end of runway, 622' left of centerline, 15' AGL/653' MSL. **Rwy 34**, vehicle on road 831' from departure end of runway, 189' left of centerline, 15' AGL/650' MSL. Tree 623' from departure end of runway, 203' right of centerline, 25' AGL/650' MSL. Tree 164' from departure end of runway, 541' right of centerline, 60' AGL/630' MSL. Tree 505' from departure end of runway, 122' left of centerline, 65' AGL/635' MSL.

KENOSHA, WI

KENOSHA RGNL (ENW)
ORIG 09239 (FAA)

NOTE: **Rwy 7R**, multiple light poles beginning 560' from DER, 342' right of centerline, up to 26' AGL/729' MSL. Multiple trees and pole beginning 569' from DER, 248' left of centerline, up to 54' AGL/760' MSL. **Rwy 7L**, multiple trees beginning 156' from DER, 324' left of centerline up to 52' AGL/761' MSL. **Rwy 25L**, multiple trees and hangars beginning 10' from DER, 209' right of centerline up to 11' AGL/760' MSL. Tree 22' from DER, 378' left of centerline 24' AGL/763' MSL. Fence, 200' from DER, 456' left of centerline, 8' AGL, 737' MSL. Vehicle on road 889' from DER, 187' left of centerline, 14' AGL/753' MSL. **Rwy 33**, multiple trees beginning 808' from DER, 39' right of centerline up to 81' AGL/811' MSL. Multiple trees beginning 1171' from DER, 78' left of centerline, up to 84' AGL/810' MSL. **Rwy 25R**, trees 2800' from DER, 603' left to right of centerline, 100' AGL/819' MSL.

KEWANEE, IL

KEWANEE MUNI (EZI)
ORIG-A 09351 (FAA)

NOTE: **Rwy 27**, powerlines and utility pole beginning 1424' from DER, 100' right of centerline, up to 79' AGL/925' MSL. Powerlines 2215' from DER, 432' left of centerline, 79' AGL/916' MSL. Tree 2212' from DER, 972' left of centerline, 100' AGL/933' MSL.

LA CROSSE, WI

LA CROSSE MUNI (LSE)
AMDT 5 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/min climb of 460' per NM to 1600, or 1400-2½ for climb in visual conditions. **Rwy 13**, std. w/min. climb of 420' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 18**, std. w/min. climb of 290' per NM to 1800, or 1400-2½ for climb in visual conditions. **Rwy 21**, std. w/min climb of 430' per NM to 2000, or 1400-2½ for climb in visual conditions. **Rwy 31**, std. w/min. climb of 300' per NM to 2500, or 1400-2½ for climb in visual conditions. **Rwy 36**, std. w/min. climb of 325' per NM to 1800, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 13, 18, 21, 31, 36**, for climb in visual conditions cross La Crosse Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 3**, trees 964' from DER, 333' right of centerline, 80' AGL/730' MSL. Multiple trees beginning 499' from DER, 222' left of centerline, 56' AGL/706' MSL. Multiple trees beginning 4327' from DER, 263' right of centerline, up to 89' AGL/809' MSL. Pole 4371' from DER, 203' left of centerline, 84' AGL/784' MSL. Multiple trees 1.89 NM from DER, 2726' right of centerline, 100' AGL/1339' MSL. **Rwy 13**, trees 423' from DER, 446' left of centerline, 46' AGL/696' MSL. Trees 2666' from DER, 503' left of centerline, 97' AGL/747' MSL. **Rwy 18**, vehicle and road 685' from DER, 589' left of centerline, 15' AGL/694' MSL. Multiple trees beginning 1809' from DER, 10' left of centerline, up to 63' AGL/723' MSL. Multiple trees beginning 1630' from DER, 23' right of centerline, up to 67' AGL/727' MSL. **Rwy 21**, multiple trees beginning 1521' from DER, 586' left of centerline, up to 75' AGL/735' MSL. Light poles 1406' from DER, 174' right of centerline 35' AGL/695' MSL. Trees 2706' from DER, 285' right of centerline, 67' AGL/727' MSL. **Rwy 31**, multiple trees beginning 1992' from DER, 289' left of centerline, up to 80' AGL/730' MSL. Multiple trees beginning 2499' from DER, 92' right of centerline, up to 139' AGL/789' MSL.

LA POINTE, WI

MADELINE ISLAND (4R5)
ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-2 or std. w/min. climb of 213' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 22**, Climb heading 220° to 1200 before proceeding on course.

NOTE: **Rwy 4**, trees beginning 69' from departure end of runway, 5' left of centerline, up to 100' AGL/759' MSL. Trees beginning 340' from departure end of runway, 52' right of centerline, up to 100' AGL/759' MSL. **Rwy 22**, trees beginning 1867' from departure end of runway, 187' left of centerline, up to 100' AGL/710' MSL. Trees beginning 167' from departure end of runway, 23' right of centerline, up to 100' AGL/729' MSL.

LACON, IL

MARSHALL COUNTY (C75)
AMDT 2 89236 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 36**, 300-1.

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1800 before turning.

LADYSMITH, WI

RUSK COUNTY (RCX)

ORIG 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. with a min. climb of 430' per NM to 1500.

LAKE GENEVA, WI

GRAND GENEVA RESORT (C02)

ORIG 03079 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climb runway heading to 1500 before turning westbound.

LAND O'LAKES, WI

KINGS LAND O'LAKES (LNL)

AMDT 4 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-obstacles.

NOTE: **Rwy 14**, road and vehicle 195' from departure end of runway, 245' left of centerline, 33' AGL/1737' MSL.

Rwy 32, trees 50' from departure end of runway, 296' right of centerline, up to 100' AGL/1820' MSL. Trees 820' from departure end of runway, 220' right of centerline, 66' AGL/1770' MSL. Multiple trees beginning 480' from departure end of runway, 200' left of centerline, 60' AGL/1764' MSL. Tank 1144' from departure end of runway, 615' right of centerline, 125' AGL/1833' MSL.

LINCOLN, IL

LOGAN COUNTY (AAA)

AMDT 1 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-½ or std. with a min. climb of 341' per NM to 800.

NOTE: **Rwy 21**, spire 2193' from departure end of runway, 208' left of centerline, 96' AGL/686' MSL.

LITCHFIELD, IL

LITCHFIELD MUNI (3LF)

AMDT 3 05300 (FAA)

NOTE: **Rwy 9**, tower 1058' left of departure end of runway, 132' AGL/822' MSL.

LONEROCK, WI

TRI COUNTY RGNL (LNR)

AMDT 4 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 600-1½, or 1000-2½ for climb in visual conditions. **Rwys 18, 36**, NA-Environmental.

DEPARTURE PROCEDURE: **Rwys 9, 27**, for climb in visual conditions: cross Tri-County Rgnl Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 9**, terrain and trees beginning 23' from departure end of runway, 238' left of centerline, up to 100' AGL/1129' MSL. Road beginning 244' from departure end of runway, 330' left of centerline, up to 17' AGL/733' MSL. Terrain and trees beginning 18' from departure end of runway, 235' right of centerline, up to 100' AGL/722' MSL. **Rwy 27**, building 764' from departure end of runway, 386' left of centerline, up to 25' AGL/744' MSL. Tree 1381' from departure end of runway, 590' left of centerline, up to 70' AGL/785' MSL. Road beginning 245' from departure end of runway, on centerline, up to 12' AGL/731' MSL. Antennas and poles beginning 920' from departure end of runway, 372' right of centerline, up to 33' AGL/752' MSL. Trees and terrain beginning 2 NM from departure end of runway, 2658' right of centerline, up to 100' AGL/1199' MSL.

MACOMB, IL

MACOMB MUNI (MQB)

AMDT 1 89236 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1700 before turning right. **Rwy 27**, climb runway heading to 1700 before turning left.

MADISON, WI

BLACKHAWK AIRFIELD (87Y)

ORIG 97338 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-2 or std. with a min. climb of 220' per NM to 1300.

DANE COUNTY RGNL-TRUAX FIELD (MSN)

AMDT 7 03219 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, (Southwest departures 200° CW 260°) climb via heading 182° to 3200 before proceeding on course. **Rwy 21**, (Southwest departures 200° CW 260°) climb via heading 209° to 3200 before proceeding on course.

NOTE: **Rwy 36**, tree 2700' from departure end of runway, 1097' right of centerline, 100' AGL/987' MSL.

MANITO, IL

MANITO MITCHELL (C45)

AMDT 2 82105 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 36**, 300-1.

MANITOWISH WATERS, WI

MANITOWISH WATERS (D25)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environment.

NOTE: **Rwy 14**, trees beginning 93' from DER, 225' right of centerline, up to 100' AGL/1709' MSL. Trees beginning 279' from DER, 441' left of centerline, up to 100' AGL/1709' MSL. **Rwy 32**, trees beginning 70' from DER, 343' left of centerline, up to 100' AGL/1714' MSL. Trees beginning 151' from DER, 362' right of centerline, up to 100' AGL/1714' MSL. Road 617' from DER, 44' right of centerline, 15' AGL/1634' MSL.

MANITOWOC, WI

MANITOWOC COUNTY (MTW)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1½ or std. with a min. climb of 254' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 072° to 1200 before proceeding on course. **Rwy 25**, climb heading 252° to 1200 before proceeding on course.

NOTE: **Rwy 7**, tree 520' from DER, 279' left of centerline, 27' AGL/666' MSL. **Rwy 17**, stack 1.24 NM from DER, 1915' left of centerline, 310' AGL/893' MSL. Trees beginning 23' from DER, 16' left of centerline, up to 94' AGL/743' MSL. Trees beginning 1802' from DER, 76' right of centerline, up to 98' AGL/747' MSL. Flagpole 1234' from DER, 512' right of centerline, 36' AGL/695' MSL. Antenna 989' from DER, 511' right of centerline, 39' AGL/688' MSL. **Rwy 25**, tree 734' from DER, 321' right of centerline, 48' AGL/697' MSL. Tree 1870' from DER, 223' left of centerline, 63' AGL/722' MSL. Train on railroad, 744' from DER, on centerline, 23' AGL/676' MSL. **Rwy 35**, trees beginning 167' from DER, 477' right of centerline, up to 66' AGL/710' MSL. Tree 2012' from DER, 863' left of centerline, 67' AGL/716' MSL.

MARION, IL

WILLIAMSON COUNTY RGNL (MWA)

ORIG-A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 600-3 or std. with a min. climb of 235' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 11**, Climb via heading 107° to 1100 before turning left.

NOTE: **Rwy 2**, trees beginning 119' from DER, 265' left of centerline, up to 106' AGL/543' MSL. **Rwy 11**, poles beginning 630' from DER, 496' right of centerline, up to 75' AGL/518' MSL. Tree 1298' from DER, 594' right of centerline, 81' AGL/528' MSL. Tank 5154' from DER, 800' right of centerline, 164' AGL/601' MSL. Tower 3.16 NM from DER, 1.32 NM left of centerline, 490' AGL/980' MSL. **Rwy 20**, trees beginning 1538' from DER, 823' right of centerline, up to 68' AGL/521' MSL.

Rwy 29, wind sock 341' from DER, 291' left of centerline, 11' AGL/461' MSL. Trees beginning 559' from DER, 360' right of centerline, up to 77' AGL/534' MSL. Theater screen 1347' from DER, 634' right of centerline, 77' AGL/530' MSL.

MARSHFIELD, WI

MARSHFIELD MUNI (MFI)

ORIG 06271 (FAA)

NOTE: **Rwy 34**, multiple trees beginning 1412' from departure end of runway, 532' left of centerline, up to 60' AGL/1359' MSL.

MATTOON-CHARLESTON, IL

COLES COUNTY MEMORIAL (MTO)

AMDT 4 09351 (FAA)

NOTE: **Rwy 11**, trees beginning 1842' from DER, 869' left of centerline, up to 100' AGL/803' MSL.

MEDFORD, WI

TAYLOR COUNTY (MDZ)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9**, trees beginning 1123' from DER, 561' left of centerline, up to 61' AGL/1540' MSL. Tree 2555' from DER, 592' right of centerline, 75' AGL/1544' MSL. **Rwy 16**, trees beginning 7' from DER, 248' left of centerline, up to 75' AGL/1524' MSL. Vehicle plus road beginning 33' from DER, 8' left of centerline, up to 15' AGL/1466' MSL. Vehicle plus road beginning 27' from DER, 93' right of centerline, up to 15' AGL/1462' MSL. **Rwy 27**, tower 2839' from DER, 1111' left of centerline, 150' AGL/1580' MSL. Trees beginning 1040' from DER, 49' left of centerline, up to 75' AGL/1526' MSL. Silo 1593' from DER, 789' right of centerline, 30' AGL/1499' MSL. Trees beginning 2008' from DER, 147' right of centerline, up to 68' AGL/1527' MSL. **Rwy 34**, terrain, trees and poles beginning 37' from DER, 187' right of centerline, up to 41' AGL/1510' MSL. Vehicle plus road beginning 490' from DER, 485' right of centerline, up to 15' AGL/1476' MSL.

MENOMONIE, WI

MENOMONIE MUNI-SCORE FIELD (LUM)

ORIG 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36**, 300-1.

MERRILL, WI

MERRILL MUNI (RRL)

ORIG 07242 (FAA)

NOTE: **Rwy 7**, bush 55' from departure end of runway, 468' left of centerline, 5' AGL/1311' MSL. Pole 392' from departure end of runway, 512' right of centerline, 23' AGL/1329' MSL. Building 358' from departure end of runway, 451' right of centerline, 21' AGL/1327' MSL. Multiple trees beginning 905' from departure end of runway, from 727' right to 552' left of centerline, up to 91' AGL/1400' MSL. Multiple trees beginning 2597' from departure end of runway, from 22' right to 86' left of centerline, up to 82' AGL/1401' MSL. **Rwy 16**, multiple trees beginning 1587' from departure end of runway, on centerline, up to 100' AGL/1439' MSL. **Rwy 25**, bush 132' from departure end of runway, 494' right of centerline, 13' AGL/1331' MSL. Pole 1240' from departure end of runway, 778' left of centerline, 37' AGL/1356' MSL. Multiple trees beginning 1085' from departure end of runway, from 554' right to 359' left of centerline, up to 69' AGL/1388' MSL. **Rwy 34**, multiple trees beginning 49' from departure end of runway, from 33' right to 139' left of centerline, up to 100' AGL/1439' MSL.

MIDDLETON, WI

MIDDLETON MUNI-MOREY FIELD (C29)

AMDT 1 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1 or std. with a min. climb of 468' per NM to 1300. **Rwys 1, 19**, NA-turf.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 101° to 2600 before proceeding on course.

Rwy 28, climb via heading 281° to 2600 before proceeding on course.

NOTE: **Rwy 28**, multiple trees beginning 2067' from departure end of runway, 583' left of centerline, up to 60' AGL/1032' MSL.

MILWAUKEE, WI

GENERAL MITCHELL INTL (MKE)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7R**, 300-1½ or std. with a min. climb of 300' per NM to 1100. **Rwy 31**, 300-1½ or std. w/a min. climb of 257' per NM to 1000.

NOTE: **Rwy 1R**, antenna, 581' from DER, 600' left of centerline, 46' AGL/719' MSL. Trees beginning 3210' from DER, 462' right of centerline, up to 100' AGL/795' MSL.

Rwy 1L, fence beginning 148' from DER, 391' left of centerline, up to 4' AGL/679' MSL. Vehicle on road, 459' from DER, 577' left of centerline, 17' AGL/696' MSL. Pole, 575' from DER, 593' left of centerline, 6' AGL/689' MSL. Pole, 1859' from DER, 912' right of centerline, 18' AGL/734' MSL. Antenna, 1928' from DER, 1' right of centerline, 15' AGL/727' MSL. Pole, 2291' from DER, 937' right of centerline, 28' AGL/750' MSL. Tower, 2284' from DER, 463' right of centerline, 17' AGL/739' MSL. Pole, 2393' from DER, 683' right of centerline, 14' AGL/736' MSL. Trees, beginning 2492' from DER, 971' left of centerline, up to 54' AGL/780' MSL. Trees, beginning 2816' from DER, 154' right of centerline, up to 100' AGL/799' MSL.

Rwy 7R, multiple poles beginning 457' from DER, 456' right of centerline, up to 36' AGL/709' MSL. Train on track, 566' from DER, 12' right of centerline, up to 23' AGL/734' MSL. Multiple poles beginning 801' from DER, 199' left of centerline, up to 38' AGL/711' MSL. Trees, beginning 1211' from DER, 186' right of centerline, up to 100' AGL/779' MSL. Tree, 2192' from DER, 456' left of centerline, 66' AGL/742' MSL. Stack, 1.12 NM from DER, 2171' right of centerline, 210' AGL/926' MSL. Stack, 1.21 NM from DER, 1164' left of centerline, 180' AGL/891' MSL. **Rwy 7L**, hanger, 319' from DER, 456' right of centerline, 13' AGL/696' MSL. Tree, 730' from DER, 675' left of centerline, 100' AGL/779' MSL. Pole, 1727' from DER, 194' left of centerline, 55' AGL/751' MSL. Tower, 1864' from DER, 48' left of centerline, 30' AGL/742' MSL. **Rwy 13**, multiple light poles, beginning 379' from DER, 156' left of centerline, up to 36' AGL/709' MSL. Multiple light poles beginning 858' from DER, 144' right of centerline, up to 36' AGL/709' MSL. Train on track, 556' from DER, 405' left of centerline, 23' AGL/734' MSL. Multiple trees beginning 1222' from DER, 206' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1067' from DER, 406' right of centerline, up to 100' AGL/770' MSL. **Rwy 19L**, tree, 1785' from DER, 863' left of centerline, 100' AGL/779' MSL. Rod on glide slope antenna, 1837' from DER, 559' right of centerline, 63' AGL/749' MSL. **Rwy 19R**, tree, 778' from DER, 647' right of centerline, 100' AGL/809' MSL. Vehicle on road, 398' from DER, 588' left of centerline, 17' AGL/726' MSL. **Rwy 25L**, tree, 1072' from DER, 757' left of centerline, 100' AGL/829' MSL. Tower, 3330' from DER, 1222' right of centerline, 57' AGL/812' MSL. **Rwy 25R**, flag pole, 603' from DER, 336' left of centerline, 36' AGL/709' MSL. Hanger, 625' from DER, 363' right of centerline, 26' AGL/702' MSL. Tree, 855' from DER, 401' right of centerline, 100' AGL/779' MSL. Tree, 1297' from DER, 187' left of centerline, 30' AGL/716' MSL. Pole, 1605' from DER, 301' right of centerline, 47' AGL/720' MSL.

MILWAUKEE, WI (CON'T)

GENERAL MITCHELL INTL (CON'T)

Rwy 31, fence, 197' from DER, 244' right of centerline, 7' AGL/681' MSL. Sign, 219' from DER, 449' right of centerline, 50' AGL/730' MSL. Multiple light poles beginning 265' from DER, 69' right of centerline, up to 30' AGL/706' MSL. Multiple light poles beginning 687' from DER, 112' left of centerline, up to 30' AGL/703' MSL. Hanger, 438' from DER, 564' left of centerline, 50' AGL/722' MSL. Pole, 1351' from DER, 340' right of centerline, 46' AGL/735' MSL. Multiple trees, beginning 1504' from DER, 258' right of centerline, up to 100' AGL/775' MSL. Multiple trees, beginning 1122' from DER, 391' left of centerline, up to 100' AGL/768' MSL. Pole, 2629' from DER, 344' right of centerline, 165' AGL/758' MSL. Tank, 1.10 NM from DER, 742' right of centerline, 165' AGL/885' MSL.

LAWRENCE J. TIMMERMAN (MWC)

ORIG 93035 (FAA)

DEPARTURE PROCEDURE: **Rwys 4L, 4R, 15L/R**, climb to 2100 before turning east.

MINOCQUA-WOODRUFF, WI

LAKELAND/NOBLE F. LEE MEMORIAL FIELD (ARV)

ORIG 09351 (FAA)

NOTE: **Rwy 10**, trees beginning 239' from DER, 545' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 424' from DER, 576' left of centerline, up to 100' AGL/1729' MSL. **Rwy 18**, trees beginning 785' from DER, 482' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 825' from DER, 506' left of centerline, up to 100' AGL/1729' MSL. **Rwy 28**, trees beginning 659' from DER, 564' right of centerline, up to 100' AGL/1729' MSL. Trees beginning 474' from DER, 432' left of centerline, up to 100' AGL/1729' MSL.

Rwy 36, trees and windsock beginning 157' from DER, 5' right of centerline, up to 96' AGL/1725' MSL. Trees beginning 1280' from DER, 29' left of centerline, up to 100' AGL/1749' MSL.

MOLINE, IL

QUAD-CITY INTL (MLI)

AMDT 9 04330 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. with a min. climb of 220' per NM to 800. **Rwy 13**, 300-1½ or std. with a min. climb of 250' per NM to 900. **Rwy 23**, 300-1 or std. with a min. climb of 285' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 048° to 3000 before turning left. **Rwy 9**, climb via heading 090° to 1600 before turning. **Rwy 13**, climb via heading 126° to 1600 before turning. **Rwy 23**, climb via heading 228° to 1600 before turning. **Rwy 27**, climb via heading 270° to 1600 before turning. **Rwy 31**, climb via heading 306° to 3000 before turning right.

NOTE: **Rwy 9**, trees 4800' from departure end of runway, 1472' right of centerline, 30' AGL/740' MSL. **Rwy 13**, trees beginning 5117' from departure end of runway, 1351' right of centerline, up to 50' AGL/775' MSL. **Rwy 23**, numerous trees beginning 3423' from departure end of runway, 292' left of centerline, up to 50' AGL/757' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

MONEE, IL

BULT FIELD (C56)
ORIG 09071 (FAA)

NOTE: **Rwy 9**, vehicle on road 145' from DER, on centerline, 15' AGL/785' MSL. **Rwy 27**, vehicle on road 150' from DER, on centerline, 15' AGL/797' MSL. Metal chimney 305' from DER, 210' left of centerline, 29' AGL/812' MSL. Tree 367' from DER, 161' left of centerline, 40' AGL/819' MSL. Pole barn 421' from DER, 202' left of centerline, 22' AGL/801' MSL. Trees beginning 1484' from DER, 223' right of centerline, up to 100' AGL/859' MSL.

MONMOUTH, IL

MONMOUTH MUNI (C66)
AMDT 2 93231 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 400-2.

MONROE, WI

MONROE MUNI (EFT)
AMDT 2 09127 (FAA)

NOTE: **Rwy 2**, vehicle on road 926' from DER, left and right of centerline, up to 17' AGL/1116' MSL. Trees beginning 182' from DER, 175' right of centerline, up to 100' AGL/1169' MSL. **Rwy 12**, trees beginning 1234' from DER, 655' right of centerline, up to 100' AGL/1189' MSL. **Rwy 20**, trees beginning 712' from DER, 288' right of centerline, up to 100' AGL/1129' MSL. **Rwy 30**, trees beginning 1918' from DER, 87' right of centerline, up to 100' AGL/1209' MSL. Vehicle on road 1166' from DER, 157' right of centerline, up to 17' AGL/1126' MSL.

MORRIS, IL

MORRIS MUNI - JAMES R. WASHBURN FIELD (C09)
ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. w/min. climb of 320' per NM to 1000.

NOTE: **Rwy 18**, tree 511' from departure end of runway, 607' right of centerline, 100' AGL/659' MSL. Tower 8810' from departure end of runway, 647' right of centerline, 290' AGL/840' MSL. **Rwy 36**, trees beginning 1562' from departure end of runway, 758' right of centerline extending to 722' left of centerline, 100' AGL/679' MSL.

MOSINEE, WI

CENTRAL WISCONSIN (CWA)
ORIG 85185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1.

DEPARTURE PROCEDURE: **Rwy 35**, (northbound departures 350° CW 045°) climbing left turn to 3500 via AUWR-270 before turning on course.

MOUNT CARMEL, IL

MOUNT CARMEL MUNI (AJG)
ORIG 97338 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. with a min. climb of 340' per NM to 700.

MOUNT STERLING, IL

MOUNT STERLING MUNI (I63)
ORIG 09183 (FAA)

NOTE: **Rwy 18**, trees beginning 1555' from DER, 309' right of centerline, up to 95' AGL/784' MSL. Tree 2243' from DER, 856' left of centerline, 100' AGL/819' MSL. **Rwy 36**, vehicle on road and pole 686' from DER, 486' right of centerline, up to 60' AGL/779' MSL. Vehicle on road and trees beginning 679' from DER, 365' left of centerline, up to 100' AGL/839' MSL.

MOUNT VERNON, IL

MOUNT VERNON (MVN)
ORIG 07074 (FAA)

DEPARTURE PROCEDURE: **Rwy 33**, climb via heading 331° to 1300 before turning left.

NOTE: **Rwy 5**, multiple trees beginning 1615' from departure end of runway, 7' left of centerline, up to 134' AGL/602' MSL, antenna 2477' from departure end of runway, 990' right of centerline, 79' AGL/547' MSL, tree 3329' from departure end of runway, 519' right of centerline, 98' AGL/566' MSL. **Rwy 15**, multiple trees beginning 712' from departure end of runway, 17' right of centerline, up to 71' AGL/529' MSL, tree 908' from departure end of runway, 465' left of centerline, 70' AGL/527' MSL, railroad 608' from departure end of runway, 159' right of centerline, 23' AGL/479' MSL, road 564' from departure end of runway, 3' right of centerline, 15' AGL/472' MSL. **Rwy 23**, multiple trees beginning 1705' from departure end of runway, 102' right of centerline, up to 72' AGL/539' MSL, tree 1797' from departure end of runway, 158' left of centerline, 57' AGL/524' MSL, railroad 238' from departure end of runway, 500' left of centerline, 23' AGL/485' MSL, multiple roads beginning 12' from departure end of runway, 367' left of centerline, up to 15' AGL/479' MSL, fencepost 291' from departure end of runway, 426' right of centerline, 9' AGL/476' MSL. **Rwy 33**, multiple trees beginning 696' from departure end of runway, 130' right of centerline, up to 93' AGL/573' MSL, multiple trees beginning 689' from departure end of runway, 216' left of centerline, up to 105' AGL/585' MSL.

NEW LISBON, WI

MAUSTON-NEW LISBON UNION (82C)
ORIG 97198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, 400-1 or std. with a min. climb of 220' per NM to 1400.

NEW RICHMOND, WI

NEW RICHMOND RGNL (RNH)
ORIG 07354 (FAA)

NOTE: **Rwy 14**, multiple trees beginning 810' from departure end of runway, 230' left of centerline, up to 100' AGL/1099' MSL. Vehicle on road 502' from departure end of runway, 612' left of centerline, 15' AGL/1014' MSL. **Rwy 32**, vehicle on road 425' from departure end of runway, 591' left of centerline, 15' AGL/1014' MSL. Multiple trees beginning 1460' from departure end of runway, 443' right of centerline, up to 100' AGL/1099' MSL.

OLNEY/NOBLE, IL

OLNEY/NOBLE (OLY)
ORIG 10098 (FAA)

NOTE: **Rwy 3**, trees beginning 11' from DER, 108' left of centerline, up to 100' AGL/579' MSL. **Rwy 11**, trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/579' MSL. Trees beginning 1928' from DER, 719' left of centerline, up to 100' AGL/569' MSL. **Rwy 21**, trees beginning 43' from DER, 405' right of centerline, up to 100' AGL/569' MSL. Vehicles on roadway beginning 197' from DER, left and right of centerline, up to 17' AGL/494' MSL. **Rwy 29**, vehicles on roadway beginning 481' from DER, left and right of centerline, up to 15' AGL/504' MSL. Trees beginning 703' from DER, 30' left of centerline, up to 100' AGL/589' MSL. Trees beginning 3791' from DER, left and right of centerline, up to 100' AGL/599' MSL.

OSCEOLA, WI

L.O. SIMENSTAD MUNI (OEO)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-environmental.
NOTE: **Rwy 10**, multiple trees beginning 9951' from departure end of runway, 3135' right of centerline, up to 100' AGL/1159' MSL. Multiple trees beginning 1785' from departure end of runway, 932' left of centerline, up to 100' AGL/1149' MSL. **Rwy 28**, multiple trees beginning 3534' from departure end of runway, 1277' right of centerline, up to 100' AGL/979' MSL. Truck on road beginning 421' from departure end of runway 71' left of centerline, 15' AGL/904' MSL.

OSHKOSH, WI

WITTMAN RGNL (OSH)
ORIG 08157 (FAA)

NOTE: **Rwy 4**, vehicle on road 450' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees beginning 577' from departure end of runway, 66' right of centerline, up to 41' AGL/810' MSL. Trees beginning 1053' from departure end of runway, 391' left of centerline, up to 100' AGL/869' MSL. **Rwy 9**, vehicle on road 620' from departure end of runway, on centerline, 15' AGL/794' MSL. Trees and hanger beginning 223' from departure end of runway, 192' right of centerline, up to 104' AGL/863' MSL. Trees, poles beginning 546' from departure end of runway, 280' left of centerline, up to 93' AGL/852' MSL. **Rwy 13**, trees, buildings and poles beginning 503' from departure end of runway, 3' right of centerline, up to 100' AGL/889' MSL. Trees 400' from departure end of runway, 350' left of centerline, 72' AGL/841' MSL. **Rwy 22**, vehicle on road 830' from departure end of runway, on centerline, 15' AGL/814' MSL. Trees and pole beginning 530' from departure end of runway, 193' right of centerline, up to 100' AGL/919' MSL. Antenna and airport beacon on ATCT 1689' from departure end of runway, 869' left of centerline, 88' AGL/883' MSL. **Rwy 27**, trees 1063' from departure end of runway, 583' right of centerline, up to 100' AGL/919' MSL. Trees and traffic signal 2505' from departure end of runway, 307' left of centerline, 100' AGL/949' MSL. **Rwy 31**, trees and antenna on building beginning 1133' from departure end of runway, 347' right of centerline, up to 100' AGL/889' MSL. Trees beginning 3860' from departure end of runway, 1,472' left of centerline, up to 100' AGL/909' MSL. **Rwy 36**, antenna on building 551' from departure end of runway, 263' right of centerline, 14' AGL/803' MSL.

PARIS, IL

EDGAR COUNTY (PRG)
ORIG 07354 (FAA)

NOTE: **Rwy 9**, trees beginning 1923' from departure end of runway, on centerline, up to 100' AGL/744' MSL. **Rwy 27**, elevator 1301' from departure end of runway, 255' left of centerline, 50' AGL/711' MSL. Trees beginning 1301' from departure end of runway, 255' left of centerline, up to 100' AGL/754' MSL. Trees beginning 366' from departure end of runway, 295' right of centerline, up to 100' AGL/759' MSL.

PARK FALLS, WI

PARK FALLS MUNI (PKF)
ORIG 99028 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 3400 before turning east.

PAXTON, IL

PAXTON (1C1)
AMDT 1 10182 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ min. climb of 321' per NM to 1200.
DEPARTURE PROCEDURE: **Rwy 36**, vehicles on road 439' from DER, crossing from left to right, up to 15' AGL/796' MSL. Trees beginning 557' from DER, 31' right of centerline, up to 60' AGL/849' MSL. Tower 1.1 NM from DER, 1761' left of centerline, 179' AGL/983' MSL.

PEKIN, IL

PEKIN MUNI (C15)
ORIG 08269 (FAA)

NOTE: **Rwy 9**, trees beginning 62' from departure end of runway, 411' right of centerline, up to 63' AGL/583' MSL. Poles beginning 819' from departure end of runway, 388' left of centerline, up to 32' AGL/552' MSL. Poles beginning 824' from departure end of runway, 411' right of centerline, up to 34' AGL/554' MSL. **Rwy 27**, rising terrain 718' from departure end of runway, 103' left of centerline, up to 550' MSL.

PEORIA, IL

GENERAL DOWNING - PEORIA INTL(PIA)
ORIG 05076 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 126° to 1400 before turning left.
NOTE: **Rwy 4**, tank 5023' from departure end of runway, 1616' left of centerline, 131' AGL/781' MSL. Multiple trees beginning 1425' from departure end of runway, 573' left of centerline, up to 91' AGL/740' MSL. **Rwy 13**, multiple trees beginning 990' from departure end of runway, 582' left of centerline, up to 45' AGL/676' MSL. Tower 4.5 miles from departure end of runway, 2.5 NM left of centerline, 656' AGL/1340' MSL. **Rwy 22**, tree 1475' from departure end of runway, 554' right of centerline, 54' AGL/693' MSL. Tree 1475' from departure end of runway, 669' right of centerline, 64' AGL/694' MSL. **Rwy 31**, tree 5039' from departure end of runway, 252' right of centerline, 60' AGL/769' MSL. Multiple trees beginning 1196' from departure end of runway, 252' right of centerline, up to 69' AGL/769' MSL.

PEORIA, IL (CON'T)

MOUNT HAWLEY AUXILIARY (3MY)
AMDT 2A 10154 (FAA)

NOTE: **Rwy 18**, train on railroad tracks 161' from DER, 414' right of centerline, 23' AGL/802' MSL. Fence 366' from DER, 388' left of centerline, 5' AGL/784' MSL. Trees beginning 369' from DER, 21' left of centerline, up to 54' AGL/833' MSL. Trees beginning 404' from DER, 17' right of centerline, up to 74' AGL/853' MSL. Rooflines beginning 708' from DER, 215' left of centerline, 22' AGL/801' MSL. Peaks beginning 714' from DER, 225' left of centerline, 30' AGL/809' MSL. **Rwy 36**, rooflines beginning 205' from DER, 438' right of centerline, 18' AGL/797' MSL. Peaks beginning 239' from DER, 374' right of centerline, up to 37' AGL/816' MSL. Light poles beginning 249' from DER, 390' right of centerline, up to 66' AGL/845' MSL. Antenna 2711' from DER, 655' left of centerline, 61' AGL/858' MSL.

PERU, IL

ILLINOIS VALLEY RGNL-WALTER A.
DUNCAN FIELD (VYS)
ORIG 06103 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 195° to 1400 before turning east.

PHILLIPS, WI

PRICE COUNTY (PBH)
ORIG 97086 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with climb of 240' per NM to 1800.

PLATTEVILLE, WI

PLATTEVILLE MUNI (PVB)
ORIG 09239 (FAA)

NOTE: **Rwy 7**, vehicle on road beginning 499' from DER, left to right of centerline, up to 15' AGL/1053' MSL. Pavilion 250' from DER, 345' left of centerline, 17' AGL/1039' MSL. Poles beginning 208' from DER, 438' left of centerline, up to 37' AGL/1059' MSL. Trees beginning 224' from DER, 17' right of centerline, up to 47' AGL/1069' MSL. Trees beginning 257' from DER, 222' left of centerline, up to 29' AGL/1051' MSL. **Rwy 25**, tree 91' from DER, 277' left of centerline, 21' AGL/1020' MSL. Trees beginning 57' from DER, 325' right of centerline, up to 10' AGL/1009' MSL. **Rwy 15**, tree 1145' from DER, 620' right of centerline, 52' AGL/1073' MSL. Trees beginning 61' from DER, 208' left of centerline, up to 11' AGL/1032' MSL.

PONTIAC, IL

PONTIAC MUNI (PNT)
ORIG 08213 (FAA)

NOTE: **Rwy 24**, multiple buildings beginning 766' from departure end of runway, 60' left of centerline, up to 28' AGL/672' MSL. Tree 2226' from departure end of runway, 1040' left of centerline, 100' AGL/744' MSL. Multiple light poles beginning 3635' from departure end of runway, 262' right of centerline, up to 130' AGL/774' MSL.

POPLAR GROVE, IL

POPLAR GROVE (C77)
ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1 or std. with a min. climb of 310' per NM to 1000. **Rwys 9, 12, 17, 27, 35**, NA.

PORTAGE, WI

PORTAGE MUNI (C47)
AMDT 1 83286 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 22**, 300-1 or std. with a min. climb of 265' per NM to 1000.

PRAIRIE DU CHIEN, WI

PRAIRIE DU CHIEN MUNI (PDC)
AMDT 3 02332 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29, 32**, 800-2 or std. with a min. climb of 289' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 11, 29, 14, 32**, climb to 2000 before turning on course.

NOTE: **Rwy 29**, tower 9416' right of departure end of runway, 300' AGL/1440' MSL.

PRAIRIE DU SAC, WI

SAUK-PRAIRIE (91C)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb gradient of 221' per NM to 1700 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 357° to 1700 before turning or for climb in visual conditions cross Sauk-Prairie Airport at or above 1700 MSL before proceeding on course.

NOTE: **Rwy 18**, utility pole, 330' from departure end of runway, 325' right of centerline, 19' AGL/839' MSL. Trees beginning 802' from departure end of runway, 175' left of centerline, up to 100' AGL/919' MSL. Trees beginning 921' from departure end of runway, on centerline, up to 100' AGL/929' MSL. **Rwy 36**, navigation light top 15' from departure end of runway, 35' right of centerline, 2' AGL/833' MSL. Navigation light top 16' from departure end of runway, 60' left of centerline, 3' AGL/834' MSL. Silo top 855' from departure end of runway, 414' left of centerline, up to 33' AGL/864' MSL. Trees beginning 967' from departure end of runway, 611' left of centerline, up to 60' AGL/891' MSL.

QUINCY, IL

QUINCY RGNL-BALDWIN FIELD (UIN)
ORIG 07242 (FAA)

NOTE: **Rwy 4**, multiple trees beginning 1041' from departure end of runway, 707' right of centerline, up to 68' AGL/797' MSL. Tree 1128' from departure end of runway, 623' right of centerline, 43' AGL/775' MSL. **Rwy 18**, multiple trees beginning 1720' from departure end of runway, 534' left of centerline, up to 100' AGL/849' MSL. **Rwy 22**, tree 586' from departure end of runway, 636' right of centerline, 67' AGL/796' MSL. **Rwy 36**, multiple trees beginning 4' from departure end of runway, 165' right of centerline, up to 91' AGL/820' MSL.

RACINE, WI

JOHN H. BATTEN (RAC)

AMDT 5 10042 (FAA)

NOTE: **Rwy 32**, blast fence 18' from DER, 103' left of centerline 10' AGL/682' MSL. Vehicle on road 11' from DER, left and right of centerline, 15' AGL/688' MSL. Antennas beginning 143' from DER, 209' left of centerline up to 63' AGL/736' MSL. Obstruction light on pole 215' from DER, 116' right of centerline 25' AGL/698' MSL. Trees beginning 97' from DER, 66' left of centerline up to 72' AGL/748' MSL. Trees beginning 357' from DER, 292' right of centerline up to 59' AGL/732' MSL. **Rwy 14**, vehicle on road beginning 184' from DER, right and left of centerline, up to 15' AGL/672' MSL. Tree 19' from DER, 314' left of centerline, 55' AGL/702' MSL. Trees beginning 71' from DER, 2' right of centerline, up to 100' AGL/753' MSL. Obstruction light on light stand 361' from DER, 525' right of centerline, 60' AGL/717' MSL. Antenna 821' from DER, 375' left of centerline, 48' AGL/698' MSL.

Rwy 4, railroad beginning 18' from DER, right and left of centerline, up to 23' AGL/676' MSL. Trees beginning 195' from DER, 124' left of centerline, up to 52' AGL/712' MSL. Vehicle on road beginning 159' from DER left and right of centerline up to 15' AGL/675' MSL. Trees beginning 64' from DER, 96' right of centerline up to 65' AGL/711' MSL. Poles beginning 220' from DER, 309' left of centerline, up to 45' AGL/695' MSL. Pole 688' from DER, 419' right of centerline, 53' AGL/697' MSL. **Rwy 22**, vehicle on road, 26' from DER, right and left of centerline, 15' AGL/691' MSL. Light standard, 35' from DER, 426' left of centerline, 21' AGL/694' MSL. Trees beginning 252' from DER, 168' left of centerline, up to 86' AGL/713' MSL. Trees beginning 205' from DER, 37' right of centerline, up to 87' AGL/763' MSL. Antenna 3842' from DER, 1213' right of centerline, 104' AGL/797' MSL.

RANTOUL, IL

RANTOUL NATL AVN CNTR-FRANK

ELLIOTT FLD (TIP)

ORIG 08101 (FAA)

NOTE: **Rwy 9**, Rising terrain 84' from departure end of runway, 149' right of centerline, up to 732' MSL.

REEDSBURG, WI

REEDSBURG MUNI (C35)

AMDT 1 85325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1. **Rwy 36**, 300-1.

DEPARTURE PROCEDURE: **Rwy 25**, climb to 2300 on runway heading before turning northbound.

Rwy 36, climb to 2300 on runway heading before turning westbound.

RHINELANDER, WI

RHINELANDER-ONEIDA COUNTY (RHI)

AMDT 4 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, std. w/ min. climb of 230' per NM to 3900 before turning, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, for climb in visual conditions: cross Rhinelander-Oneida County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 9**, tree 3101' from DER, 1084' right of centerline, 61' AGL/1686' MSL. Tree 3117' from DER, 1194' left of centerline, 67' AGL/1685' MSL. **Rwy 15**, multiple trees beginning 624' from DER, 283' right of centerline, up to 63' AGL/1684' MSL. Multiple trees beginning 663' from DER, 376' left of centerline, up to 52' AGL/1660' MSL. Fence beginning 62' from DER, 482' left of centerline, up to 13' AGL/1625' MSL. Pole 729' from DER, 449' right of centerline, 22' AGL/1634' MSL. **Rwy 33**, multiple trees beginning 890' from DER, 234' right of centerline, up to 98' AGL/1709' MSL. Multiple trees beginning 187' from DER, 106' left of centerline, up to 83' AGL/1678' MSL. Poles beginning 1755' from DER, 297' right of centerline, up to 80' AGL/1691' MSL. Poles beginning 866' from DER, 106' left of centerline, up to 74' AGL/1669' MSL.

RICE LAKE, WI

RICE LAKE RGNL-CARL'S FIELD (RPD)

ORIG 05132 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 231' per NM to 2200, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, for climb in visual conditions: Cross Rice Lake Rgnl-Carl's Field at or above 2300. **Rwy 31**, climb via heading 310° to 1900 before turning left.

NOTE: **Rwy 13**, trees 1550' from departure end of runway, 200' right of centerline, 67' AGL/1167' MSL. **Rwy 19**, trees 2780' from departure end of runway, 200' left of centerline, 73' AGL/1169' MSL. **Rwy 31**, trees 1480' from departure end of runway, 50' right of centerline, 64' AGL/1156' MSL.

RICHLAND CENTER, WI

RICHLAND (93C)

AMDT 1A 07241 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,17**, NA. **Rwy 27**, 400-2 or std. with a min. climb of 491' per NM to 1300. **Rwy 35**, 300-1 or std. with a min. climb of 222' per NM to 1800.

ROBINSON, IL

ROBINSON MUNI (RSV)

ORIG 08269 (FAA)

NOTE: **Rwy 9**, trees 2285' from departure end of runway, 474' left of centerline, 60' AGL/516' MSL. Trees 971' from departure end of runway, 594' left of centerline, 58' AGL/517' MSL. **Rwy 17**, tree 2493' from departure end of runway, 521' right of centerline, 100' AGL/589' MSL. **Rwy 27**, trees beginning at 178' from departure end of runway, 358' right of centerline, up to 78' AGL/547' MSL. Trees beginning at 2190' from departure end of runway, 89' left of centerline, 98' AGL/567' MSL. **Rwy 35**, road with vehicle 693' from departure end of runway, 611' right of centerline, 15' AGL/474' MSL. Tree 1545' from departure end of runway, 841' left of centerline, 100' AGL/554' MSL.

ROCHELLE, IL

ROCHELLE MUNI AIRPORT-KORITZ FIELD
(RPJ)

AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 800-1 or std. with a min. climb of 433' per NM to 1800.

NOTE: **Rwy 7**, tower 3415' from departure end of runway, 1135' right of centerline, 120' AGL/924' MSL. Tower, 3.66 NM from departure end of runway, 2020' left of centerline, 625' AGL/1463' MSL.

ST. JACOB, IL

ST LOUIS METRO-EAST/ SHAFER FIELD
(3K6)

ORIG 87155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1.

SALEM, IL

SALEM-LECKRONE (SLO)

AMDT 6 01193 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-2 or std. with a min. climb of 280' per NM to 900.

SHAWANO, WI

SHAWANO MUNI (E2S)

AMDT 2 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 600-3 or std. w/ min. climb of 329' per NM to 1600. **Rwy 17**, 300-2 or std. w/ min. climb of 245' per NM to 1200. **Rwy 29**, 300-1½ or std. w/ min. climb of 248' per NM to 1100.

NOTE: **Rwy 11**, tower 2.3 NM from departure end of runway, 3006' right of centerline, 222' AGL/1240' MSL. Multiple trees beginning 1700' from departure end of runway, 389' left to 2432' right of centerline, up to 100' AGL/1149' MSL. **Rwy 17**, multiple trees beginning 1710' from departure end of runway, 2951' left to 1292' right of centerline, up to 100' AGL/1059' MSL. Elevator 5839' from departure end of runway, 738' right of centerline, 149' AGL/979' MSL. **Rwy 29**, multiple trees beginning 649' from departure end of runway, 1052' left to 1117' right of centerline, up to 100' AGL/929' MSL. Vehicle on road 538' from departure end of runway, crossing left to right 17' AGL/826' MSL. Water tank 1.1 NM from departure end of runway, 1310' right of centerline, 175' AGL/1019' MSL. **Rwy 35**, ships 1007' from departure end of runway, left to right of centerline, up to 60' AGL/869' MSL. Vehicle on road 580' from departure end of runway, left to right of centerline, up to 15' AGL/824' MSL. Multiple trees beginning 2200' from departure end of runway, 724' left of centerline, up to 100' AGL/909' MSL.

SHEBOYGAN, WI

SHEBOYGAN COUNTY MEMORIAL (SBM)

AMDT 1 09351 (FAA)

NOTE: **Rwy 13**, vehicle on road 744' from DER, west to east, 15' AGL/764' MSL. Trees beginning 302' from DER, 105' left of centerline, up to 56' AGL/796' MSL. **Rwy 21**, vehicle on road 143' from DER, east to northwest, 15' AGL/774' MSL. Tree 230' from DER, 377' right of centerline, 27' AGL/767' MSL. Trees 1475' from DER, 291' right of centerline, 92' AGL/792' MSL. Tower 5414' from DER, 1625' right of centerline, 133' AGL/883' MSL. Obstruction light on localizer, 157' from DER, 4' left of centerline, 11' AGL/750' MSL. Trees 1709' from DER, 35' left of centerline, 83' AGL/794' MSL. **Rwy 31**, pole 405' from DER, 40' right of centerline, 27' AGL/777' MSL. Trees 70' from DER, 352' right of centerline, 56' AGL/806' MSL. Trees 1345' from DER, 482' right of centerline, 76' AGL/826' MSL. Trees 2227' from DER, 17' right of centerline, 71' AGL/821' MSL. Trees 1604' from DER, 32' left of centerline, 92' AGL/842' MSL. Tower 4606' from DER, 920' left of centerline, 139' AGL/889' MSL.

SHELBYVILLE, IL

SHELBY COUNTY (2H0)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 14, 32**, NA-Environmental.

NOTE: **Rwy 18**, vehicle on roadway 529' from DER, left and right of centerline, 15' AGL/634' MSL. Building 716' from DER, 561' left of centerline, 25' AGL/644' MSL. Trees 1755' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 36**, vehicle on roadway 665' from DER, left and right of centerline, 15' AGL/644' MSL. Trees beginning 835' from DER, 653' right of centerline, up to 100' AGL/709' MSL. Trees beginning 1500' from DER, 819' left of centerline, up to 100' AGL/709' MSL.

SHELL LAKE, WI

SHELL LAKE MUNI (SSQ)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 200-1½ or std. w/ min climb of 238' per NM to 1500, or alternatively with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 32**, 200-1 ¼ or std. w/ min climb of 235' per NM to 1500, or alternatively with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 14**, Vehicle and road 91' from departure end of runway, 167' left of centerline, up to 15' AGL/1244' MSL. Trees beginning 147' from departure end of runway, 89' right of centerline up to 100' AGL/1409' MSL. Vehicle and road 218' from departure end of runway, 144' right of centerline, up to 15' AGL/1244' MSL. Trees beginning 358' from departure end of runway, 306' left of centerline up to 100' AGL/1329' MSL. **Rwy 32**, vehicle and road 84' from departure end of runway, 3' left of centerline, up to 15' AGL/1264' MSL. Railroad 347' from departure end of runway, 56' left of centerline, up to 23' AGL/1272' MSL. Vehicle and road 745' from departure end of runway 30' right of centerline, up to 15' AGL/1274' MSL. Railroad 827' from departure end runway, 686' right of centerline, up to 23' AGL/1272' MSL. Trees 2467' from departure end of runway, 853' right of centerline, up to 100' AGL/1349' MSL. Trees 2645' from departure end of runway, 100' left of centerline, up to 100' AGL/1419' MSL.

SPARTA, IL

SPARTA COMMUNITY-HUNTER FIELD (SAR)
ORIG 04106 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.

SPARTA, WI

SPARTA/FORT MC COY (CMY)
AMDT 1 90123 (FAA)
DEPARTURE PROCEDURE: **Rwys 1, 11, 29**, climb on runway heading to 1400' before turning on course.

SPRINGFIELD, IL

ABRAHAM LINCOLN CAPITAL (SPI)
ORIG 05300 (FAA)
NOTE: **Rwy 4**, multiple trees beginning 1456' from departure end of runway, 734' left of centerline, up to 59' AGL/650' MSL. **Rwy 13**, bush 342' from departure end of runway, 299' right of centerline, 43' AGL/592' MSL. **Rwy 18**, tower 1702' from departure end of runway, 778' right of centerline, 100' AGL/659' MSL. Multiple trees beginning 1503' from departure end of runway, 283' right of centerline, up to 98' AGL/660' MSL. Building 2.53 NM from departure end of runway, 1.2 NM left of centerline, 405' AGL/1000' MSL. **Rwy 31**, multiple trees beginning 1641' from departure end of runway, 619' left of centerline, up to 81' AGL/665' MSL. **Rwy 36**, multiple trees beginning 1873' from departure end of runway, 470' left of centerline, up to 79' AGL/670' MSL. Rod on tower 2397' from departure end of runway, 501' right of centerline, 55' AGL/653' MSL.

STERLING-ROCKFALLS, IL

WHITESIDE COUNTY-JOSEPH H. BITTORF FIELD (SQI)
ORIG 08325 (FAA)
NOTE: **Rwy 7**, elevator 3095' from departure end of runway, 1099' right of centerline, 91' AGL/741' MSL. **Rwy 18**, vehicle on roadway 736' from departure end of runway, on centerline, 15' AGL/664' MSL. Tree 1012' from departure end of runway, 288' left of centerline, 35' AGL/680' MSL. Tree 787' from departure end of runway, 120' left of centerline, 29' AGL/669' MSL. Multiple trees beginning 3619' from departure end of runway, 944' left of centerline, up to 100' AGL/769' MSL. **Rwy 25**, multiple trees beginning 1308' from departure end of runway, 22' left of centerline, up to 82' AGL/732' MSL. Multiple trees beginning 666' from departure end of runway, 42' right of centerline, up to 80' AGL/720' MSL. **Rwy 36**, vehicle on roadway, 575' from departure end of runway, on centerline, 17' AGL/668' MSL. Tree 564' from departure end of runway, 103' right of centerline, 11' AGL/662' MSL.

STEVENS POINT, WI

STEVENS POINT MUNI (STE)
ORIG 09015 (FAA)
NOTE: **Rwy 3**, trees beginning 1175' from departure end of runway, 649' left of centerline, 54' AGL/1173' MSL. Tree 2693' from departure end of runway, 556' right of centerline, 62' AGL/1181' MSL. **Rwy 21**, trees beginning 1127' from departure end of runway, 119' right of centerline, up to 100' AGL/1209' MSL. Trees beginning 1247' from departure end of runway, 151' left of centerline, up to 45' AGL/1153' MSL. **Rwy 12**, poles beginning 177' from departure end of runway, 197' right of centerline, up to 37' AGL/1126' MSL. Trees beginning 757' from departure end of runway, 27' right of centerline, up to 95' AGL/1204' MSL. Trees beginning 958' from departure end of runway, 112' left of centerline, up to 87' AGL/1196' MSL. **Rwy 30**, building 217' from departure end of runway, 535' left of centerline, 30' AGL/1139' MSL. Vehicle and road 499' from departure end of runway, on centerline, 15' AGL/1124' MSL. Trees beginning 848' from departure end of runway, 66' left of centerline, up to 87' AGL/1206' MSL. Trees beginning 869' from departure end of runway, 139' right of centerline, up to 81' AGL/1210' MSL.

STURGEON BAY, WI

DOOR COUNTY CHERRYLAND (SUE)
ORIG 07242 (FAA)
DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1700 before turning east.
NOTE: **Rwy 2**, 100' tree 1.4 NM from departure end of runway, 2674' left of centerline, 100' AGL/839' MSL. **Rwy 10**, 130' boat 5128' from departure end of runway, on centerline, 130' AGL/710' MSL. **Rwy 20**, multiple trees, antennas, vehicle on road, poles beginning 121' from departure end of runway, 374' right of centerline, 90' AGL/802' MSL. Multiple poles and trees beginning 320' from departure end of runway, 250' left of centerline, 81' AGL/797' MSL. **Rwy 28**, vehicle on road 355' from departure end of runway, on centerline, 15' AGL/734' MSL.

SUPERIOR, WI

RICHARD I. BONG (SUW)
AMDT 5 98281 (FAA)
DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 2500 before turning west. **Rwy 31**, climb runway heading to 2500 before turning north.

TAYLORVILLE, IL

TAYLORVILLE MUNI (TAZ)
ORIG 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-no survey data.
NOTE: **Rwy 18**, numerous trees 1000' from departure end of runway, from 335' left of centerline to 1150' right of centerline, up to 100' AGL/719' MSL. **Rwy 36**, numerous trees 1580' from departure end of runway, from 20' left of centerline to 570' right of centerline, up to 100' AGL/724' MSL.

TOMAHAWK, WI

TOMAHAWK RGNL (TKV)

ORIG 08269 (FAA)

NOTE: **Rwy 9**, tree 1' from departure end of runway, 402' left of centerline, 8' AGL/1487' MSL. Building 18' from departure end of runway, 439' right of centerline, 16' AGL/1505' MSL. Building 90' from departure end of runway, 440' right of centerline, 16' AGL/1505' MSL. Tree 593' from departure end of runway, 389' right of centerline, 36' AGL/1515' MSL. **Rwy 27**, tree 464' from departure end of runway, 443' right of centerline, 63' AGL/1522' MSL. Vehicle on road 83' from departure end of runway, 439' right of centerline, 15' AGL/1479' MSL. Tree 1965' from departure end of runway, 665' left of centerline, 60' AGL/1539' MSL. Wind cone 4' from departure end of runway, 400' left of centerline, 16' AGL/1495' MSL.

VIROQUA, WI

VIROQUA MUNI (Y51)

ORIG-A 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-unsurveyed turf runways. **Rwy 11**, NA. Obstacle.

VOLK FIELD (KVOK)

CAMP DOUGLAS, WI. 07186

TAKE-OFF OBSTACLES: **Rwy 27**: Trees 80' AGL/1019' MSL, 2537' from DER, 983' right of centerline. Trees 80' AGL/1039' MSL, 3742' from DER, 835' left of centerline. **Rwy 9**: Antenna 50' AGL/1040' MSL, 4966' from DER, 625' left of centerline.

WATERTOWN, WI

WATERTOWN MUNI (RYV)

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 2500 before heading west. **Rwy 29**, climb runway heading to 2500 before turning north.

WAUKESHA, WI

WAUKESHA COUNTY (UES)

AMDT 6 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 400-2½ or std. with a min. climb of 316' per NM to 1400.

NOTE: **Rwy 10**, light pole 146' from DER, 326' left of centerline, 9' AGL/918' MSL. Light pole 560' from DER, 597' left of centerline, 17' AGL/936' MSL. Pipe on building 229' from DER, 275' left of centerline, 16' AGL/925' MSL. Trees beginning 1652' from DER, 171' right of centerline, up to 70' AGL/1029' MSL. Trees beginning 1868' from DER, 16' left of centerline, up to 54' AGL/983' MSL. Tower 1.0 NM from DER, 1571' right of centerline, 219' AGL/1148' MSL. Tower 1.1 NM from DER, 1140' right of centerline, 177' AGL/1126' MSL. Tower 1.8 NM from DER, 3455' right of centerline, 272' AGL/1238' MSL. **Rwy 18**, vehicle on road 618' from DER, 162' left of centerline, 15' AGL/946' MSL. Bush 746' from DER, 107' right of centerline, 9' AGL/938' MSL. Trees beginning 753' from DER, 187' right of centerline, up to 18' AGL/957' MSL. Tree 757' from DER, 182' left of centerline, 17' AGL/946' MSL. Tree 1188' from DER, 27' left of centerline, 27' AGL/956' MSL. Pole 1976' from DER, 304' left of centerline, 48' AGL/967' MSL. Pole 2026' from DER, 196' right of centerline, 62' AGL/981' MSL. Tower 2010' from DER, 932' left of centerline, 66' AGL/984' MSL. Rod on stack 4489' from DER, 657' left of centerline, 118' AGL/1037' MSL. **Rwy 28**, vehicle on road 877' from DER, 541' left of centerline, 15' AGL/924' MSL. Pole 1078' from DER, 739' left of centerline, 47' AGL/936' MSL. **Rwy 36**, rod on pole 401' from DER, 555' left of centerline, 46' AGL/945' MSL. Vehicle on road 300' from DER, 349' right of centerline, 15' AGL/914' MSL. Trees beginning 486' from DER, 175' right of centerline, up to 81' AGL/970' MSL. Trees beginning 999' from DER, 124' left of centerline, up to 72' AGL/962' MSL.

WAUPACA, WI

WAUPACA MUNI (PCZ)

AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-2 or std with a min. climb of 317' per NM to 1300.

NOTES: **Rwy 10**, trees 1400' from departure end of runway, 300' left of centerline, 41' AGL/850' MSL. **Rwy 13**, road and vehicle 240' from departure end of runway, 275' right of centerline, 29' AGL/832' MSL. **Rwy 28**, trees 1.1 NM from departure end of runway, 1848' left of centerline, 100' AGL, 1119' MSL. **Rwy 31**, trees 800' from departure end of runway, 150' left of centerline, 19' AGL/846' MSL. Trees 1965' from departure end of runway, 585' left of centerline, 100' AGL/979' MSL.

WAUSAU, WI

WAUSAU DOWNTOWN (AUW)

AMDT 4 86044 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1.

Rwy 4, 400-1. **Rwy 12**, 300-1. **Rwy 22**, 700-1.

DEPARTURE PROCEDURE: **All runways**: West departures (220° CW to 300°) climb to 3500 on runway heading before proceeding on course.

Rwy 4, North departures (360° CW 030°) climb on runway heading to 2900 before proceeding on course.



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TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



WAUTOMA, WI

WAUTOMA MUNI (Y50)

ORIG 98225 (FAA)

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1800 before turning north.

WEST BEND, WI

WEST BEND MUNI (ETB)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1½ or std. w/a min. climb of 260' per NM to 1200. **Rwy 24**, 300-2 or std. w/a min. climb of 250' per NM to 1400. **Rwy 31**, 300-1½ or standard w/a min. climb of 220' per NM to 1100.

NOTE: **Rwy 6**, vehicle on roads beginning 15' from DER, 251' left of centerline, up to 17' AGL/959' MSL. Trees beginning 85' from DER, 2' left of centerline, up to 100' AGL/1019' MSL. Trees beginning 47' from DER, 91' right of centerline, up to 100' AGL/886' MSL. **Rwy 13**, trees beginning 452' from DER, 127' left of centerline, up to 100' AGL/1109' MSL. Trees beginning 214' from DER, 179' right of centerline, up to 100' AGL/1049' MSL. **Rwy 24**, trees beginning 114' from DER, 74' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 89' from DER, 120' right of centerline, up to 100' AGL/969' MSL. Tower 1.9 NM from DER, 2572' right of centerline, 196' AGL/1156' MSL. **Rwy 31**, vehicle on road 99' from DER, 492' left of centerline, 15' AGL/904' MSL. Trees beginning 550' from DER, 173' left of centerline, up to 100' AGL/1039' MSL. Vehicle on road 61' from DER, 498' right of centerline, 15' AGL/906' MSL. Trees beginning 832' from DER, 236' right of centerline, up to 100' AGL/1009' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

10266



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



L20

EC-3

AIRPORT DIAGRAM

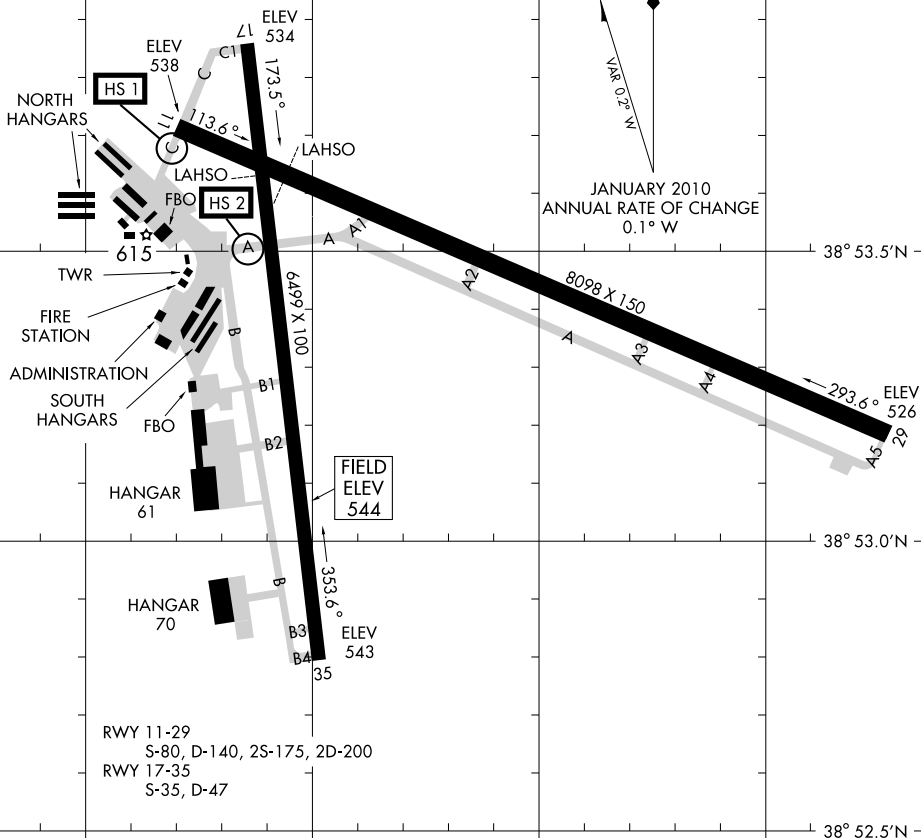
AL-5178 (FAA)

ALTON/ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS

ATIS
128.0
REGIONAL TOWER ★
126.0 239.0
GND CON
120.2
CLNC DEL
120.2

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EC-3, 23 SEP 2010 to 21 OCT 2010



EC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

ALTON/ST. LOUIS, ILLINOIS
ALTON/ST. LOUIS RGNL (ALN)

ST LOUIS (ALTON, IL)

ST LOUIS RGNL (ALN) 4 E UTC-6(-5DT) N38°53.40' W90°02.76'

ST LOUIS

544 B S4 FUEL 100LL, JET A OX 1, 3 ARFF Index-See Remarks NOTAM FILE ALN

H-5D, L-27C, A

RWY 11-29: H8098X150 (ASPH-GRVD) S-80, D-140, 2S-175, 2D-200 HIRL

IAP

RWY 11: REIL. VASI(V4L)—GA 3.0° TCH 46'. Hangar.

RWY 29: MALSR.

RWY 17-35: H6499X100 (ASPH) S-35, D-47 MIRL

RWY 17: VASI(V4L)—GA 3.0° TCH 45'. Tree.

RWY 35: VASI(V4L)—GA 3.0° TCH 45'. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 29	17-35	6850
RWY 35	11-29	5100

AIRPORT REMARKS: Attended 1200-0400Z†. For attendant other hrs call 618-259-3230 or 258-1005. Class IV, ARFF Index A. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90-day PPR, call arpt manager 618-259-2531. Index E firefighting equipment avbl with 30 minutes notice and prior permission of arpt manager. When twr closed HIRL Rwy 11-29 and MIRL Rwy 17-35 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS-3 128.0 (618) 259-7231. LAWRS.**COMMUNICATIONS:** CTAF 126.0 ATIS 128.0 UNICOM 122.95

RCO 122.05 (ST LOUIS RADIO)

① APP/DEP CON 124.2 CLNC DEL 120.2 (0400-1300Z†)

RGNL TOWER 126.0 (1300-0400Z†) GND CON 120.2

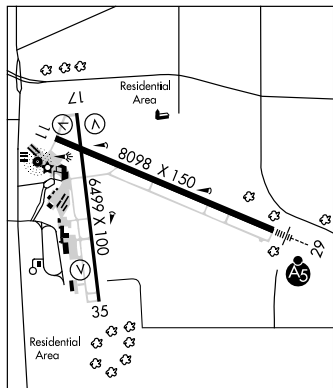
AIRSPACE: CLASS D svc 1300-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 323° 10.9 NM to fld. 570/4E.

CIVIC MEMORIAL NDB (MHW) 263 CVM N38°53.54' W90°03.38' at fld. NOTAM FILE ALN.

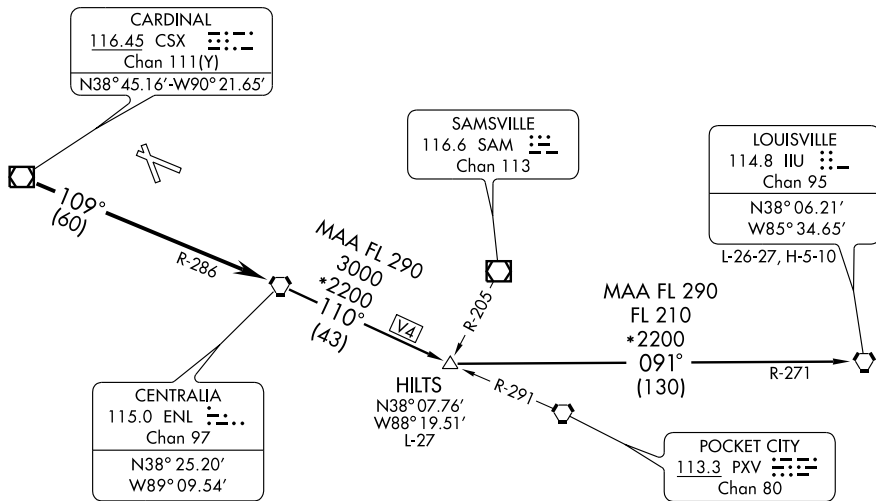
ALPOS NDB(LOM) 218 AL N38°51.30' W89°56.28' 291° 5.5 NM to fld.

ILS/DME 108.5 I-ALN Chan 22 Rwy 29 LOM ALPOS NDB. Unmonitored when twr clsd. LOC BC unusable byd 18° left and 23° right of course.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

BLUES TWO DEPARTURE

ATIS 128.0
CLNC DEL 120.2
GND CON 120.2
RGNL TWR ★
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9



NOTE: For Turbojets only.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

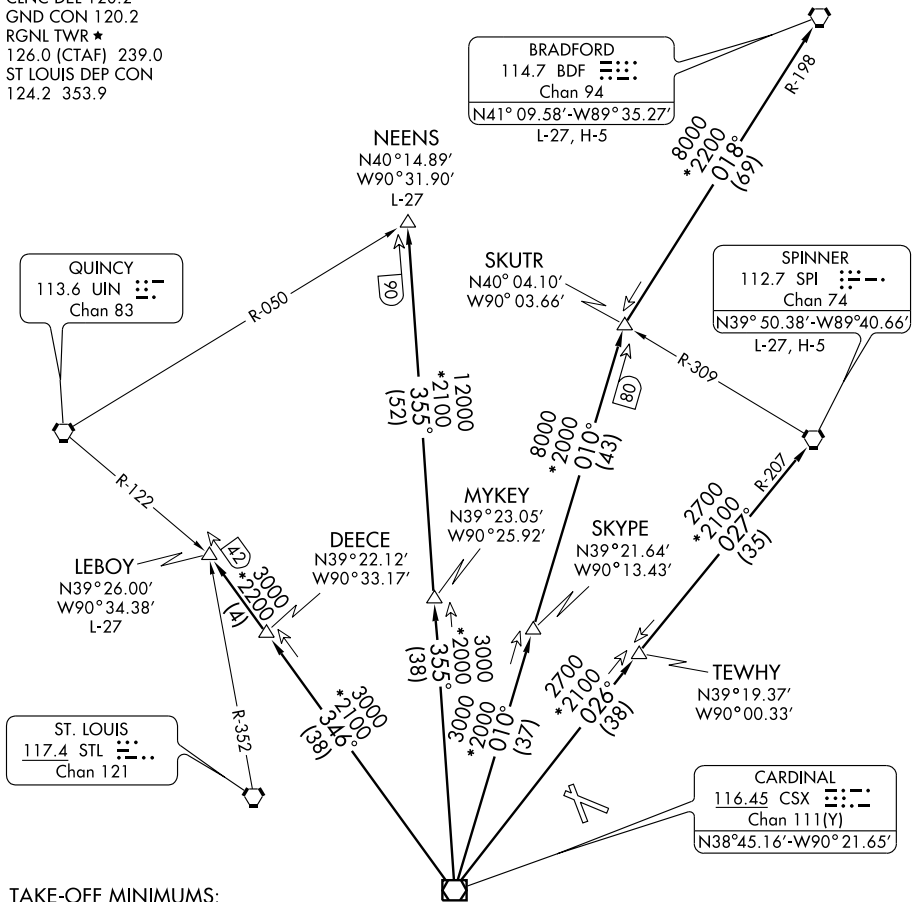
LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

BLUES TWO DEPARTURE

(BLUES2.STL) 08269

CARDS SEVEN DEPARTURE

ATIS 128.0
CLNC DEL 120.2
GND CON 120.2
RGNL TWR ★
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9



TAKE-OFF MINIMUMS:

Rwys 11, 17, 29, 35: STANDARD.

TAKE-OFF OBSTACLE NOTES:

- Rwy 11: Tree 1876' from DER, 834' left of centerline, 65' AGL/575' MSL.
Light Pole 1067' from DER, 667' left of centerline, 25' AGL/554' MSL.
- Rwy 17: Multiple Trees beginning 1520' from DER, 859' right of centerline, 82' AGL/621' MSL.
Tree 1794' from DER, 410' left of centerline, 59' AGL/598' MSL.
- Rwy 29: Multiple Trees beginning 1318' from DER, 494' left of centerline, 59' AGL/579' MSL.
Light Pole 663' from DER, 528' left of centerline, 10' AGL/559' MSL.
Tree 1481' from DER, 501' right of centerline, 66' AGL/578' MSL.
- Rwy 35: Multiple trees and Light Pole beginning 980' from DER, 574' left of centerline,
67' AGL/596' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.
NOTE: DME and RADAR REQUIRED.

CARDS SEVEN DEPARTURE

CARDS SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

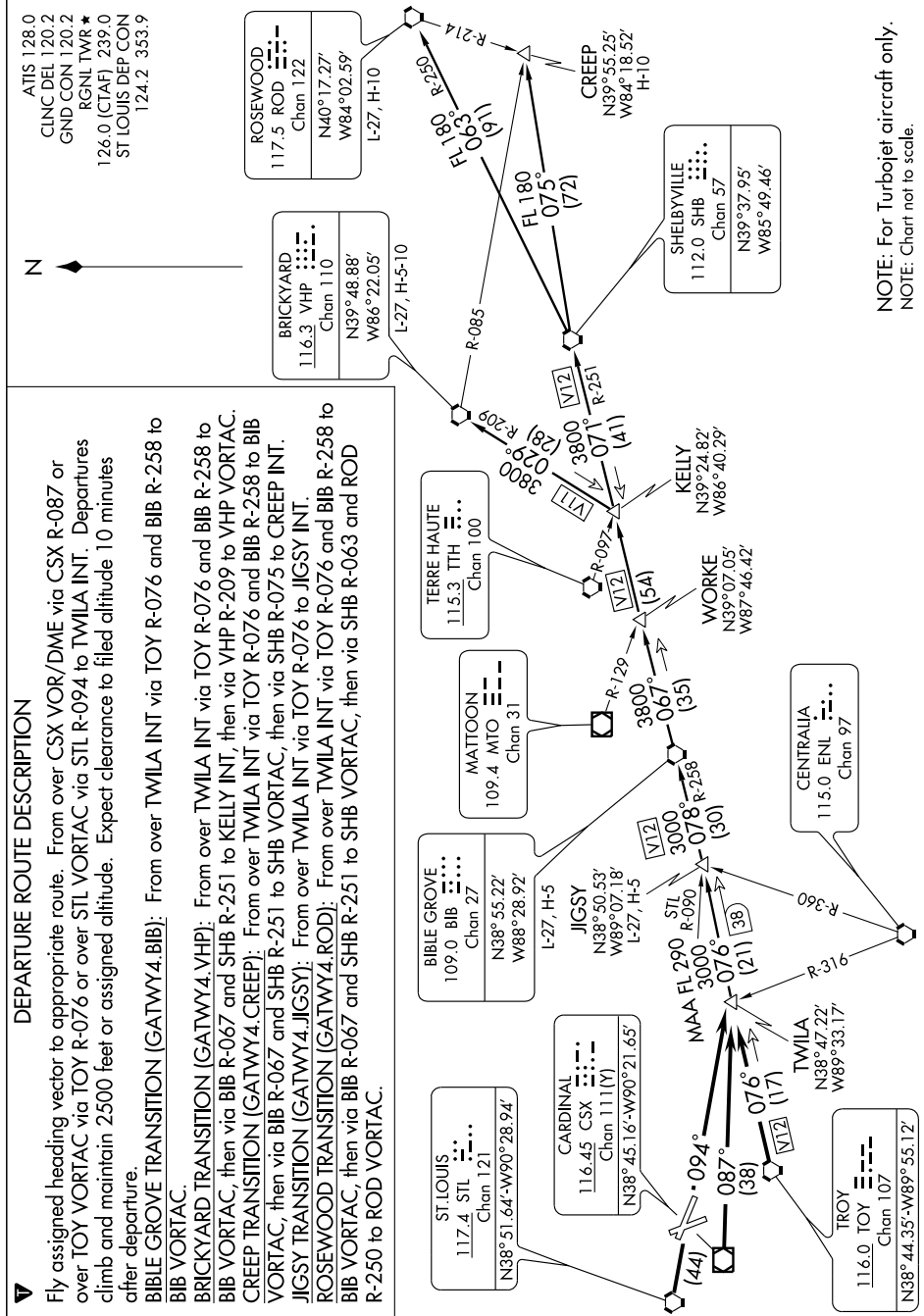
BIBLE GROVE TRANSITION [GATWY4.BIB]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION [GATWY4.VHP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION [GATWY4.CREEP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION [GATWY4.JIGSY]: From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION [GATWY4.ROD]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

GATEWAY FOUR DEPARTURE (GATWY4.STL)

08325

ALTON/ST. LOUIS, ILLINOIS
ALTON/ST. LOUIS RGNL (ALN)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS- WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-ALN 108.5 Chan 22	APP CRS 291°	Rwy Idg 8098 TDZE 531 Apt Elev 544
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ILS or LOC RWY 29

ALTON/ST. LOUIS RGNL (ALN)

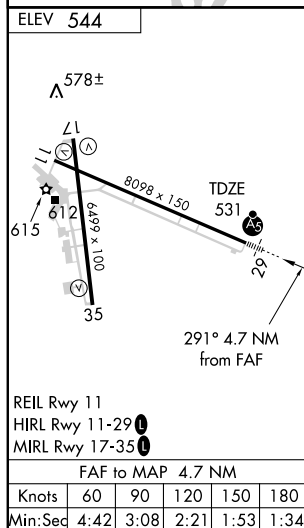
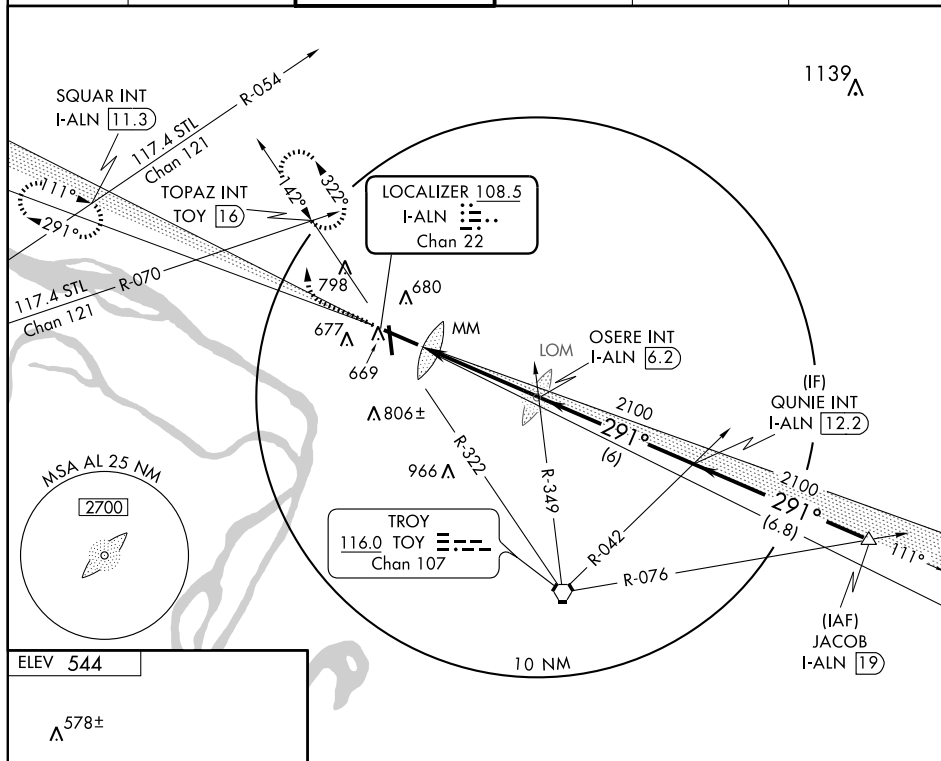
- T** If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DAs/MDAs 60 feet.
A VDP NA when Lambert-St Louis Intl altimeter setting.

MALSR



MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 via HDG 310° and TOY VORTAC R-322 to TOPAZ Int/TOY 16 DME and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER★ 126.0 (CTAF) 0 239.0	GND CON 120.2	CLNC DEL 120.2	UNICOM 122.95
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1000 ↑	2200 hdg 310°	TOY R-322	TOPAZ INT TOY 16	OSERE INT I-ALN 6.2	GUNIE INT I-ALN 12.2	JACOB I-ALN 19	Procedure Turn NA
CATEGORY	A		B		C		D
S-ILS 29	731- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)						
S-LOC 29	840- $\frac{1}{2}$ 309 (300- $\frac{1}{2}$)					840- $\frac{3}{4}$ 309 (300- $\frac{3}{4}$)	
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1 $\frac{1}{2}$ 456 (500-1 $\frac{1}{2}$)	1100-2 556 (600-2)			

ALTON/ST. LOUIS, ILLINOIS

Amdt 11 10266

ALTON/ST. LOUIS RGNL (ALN)

ILS or LOC RWY 29

38° 53'N-90° 03'W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOC/DME I-ALN 108.5 Chan 22	APP CRS 111°	Rwy Idg TDZE Apt Elev 8098 540 544
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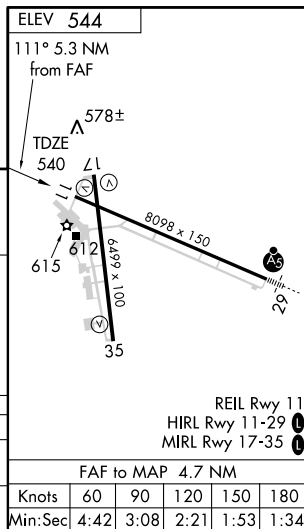
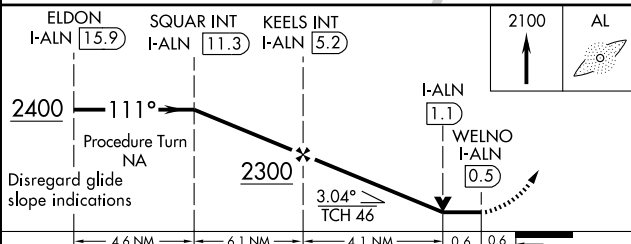
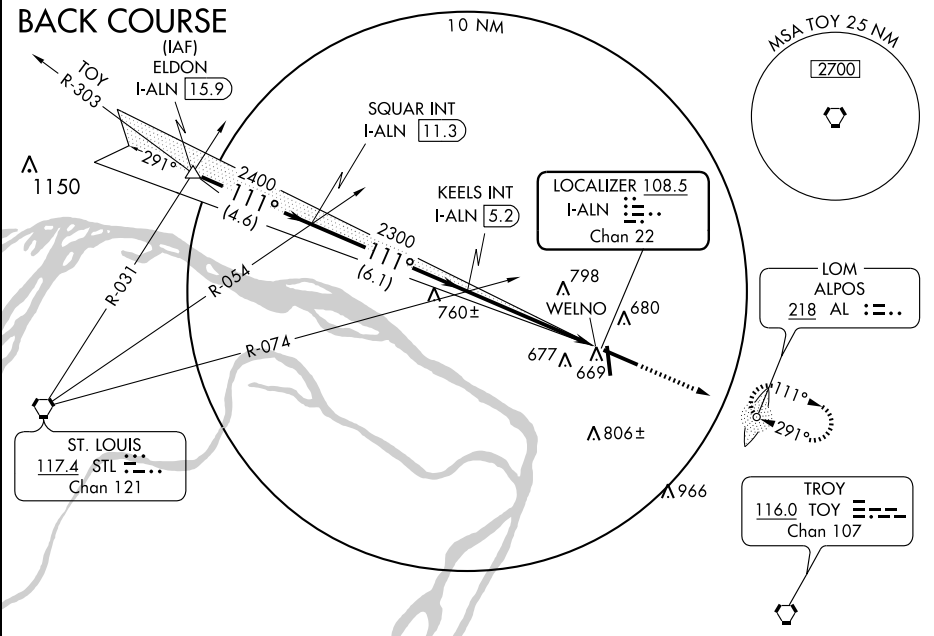
LOC BC RWY 11
ALTON/ST. LOUIS RGNL (ALN)

▼ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lambert-St. Louis Intl altimeter setting. ADF REQUIRED.

MISSED APPROACH: Climb to 2100 direct AL LOM and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER★ 126.0 (CTAF) 0 239.0	GND CON 120.2	CLNC DEL 120.2	UNICOM 122.95
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BACK COURSE

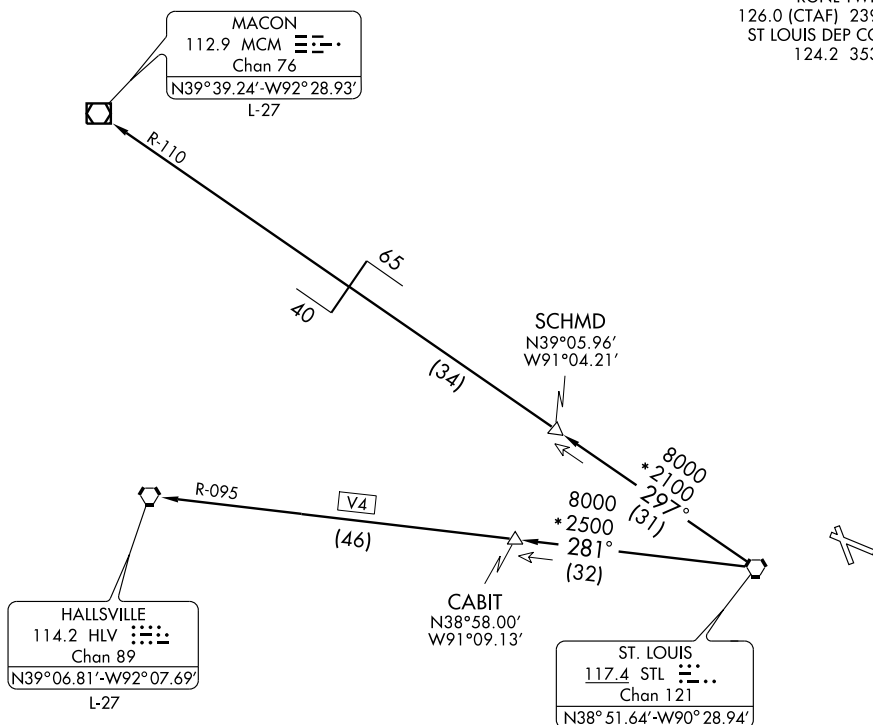


CATEGORY	A	B	C	D	E
S-11	980-1	440 (500-1)	980-1¼ 440 (500-1¼)	980-1½	440 (500-1½)
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)	NA

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

OZARK THREE DEPARTURE

ATIS 128.0
CLNC DEL 120.2
GND CON 120.2
RGNL TWR ★
126.0 (CTAF) 239.0
ST LOUIS DEP CON
124.2 353.9



TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

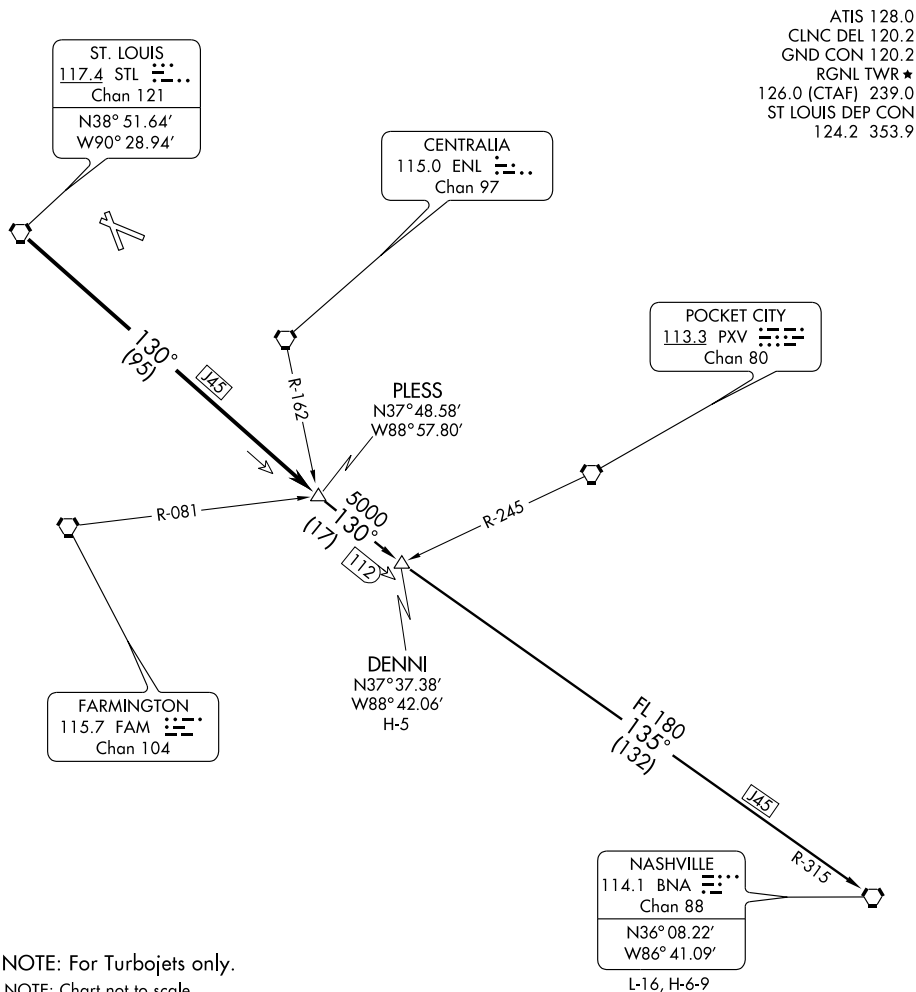
MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

OZARK THREE DEPARTURE

(OZARK3.STL) 08325

ALTON/ST. LOUIS, ILLINOIS
ALTON/ST. LOUIS RGNL (ALN)

PLESS ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

PLESS ONE DEPARTURE

WAAS CH 90417 W11A	APP CRS 111°	Rwy Idg TDZE Apt Elev 8098 539 543
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RNAV (GPS) RWY 11

ALTON/ ST. LOUIS RGNL (ALN)

▼ Baro-VNAV NA when using Lambert-St. Louis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
 ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 51 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2100 direct QUNIE and hold.

ATIS
128.0

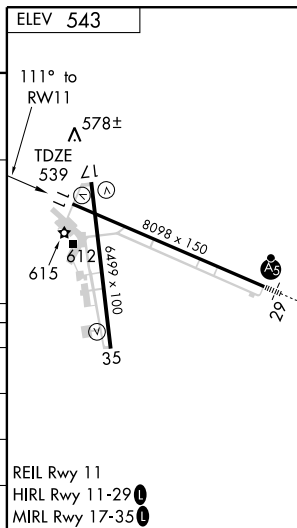
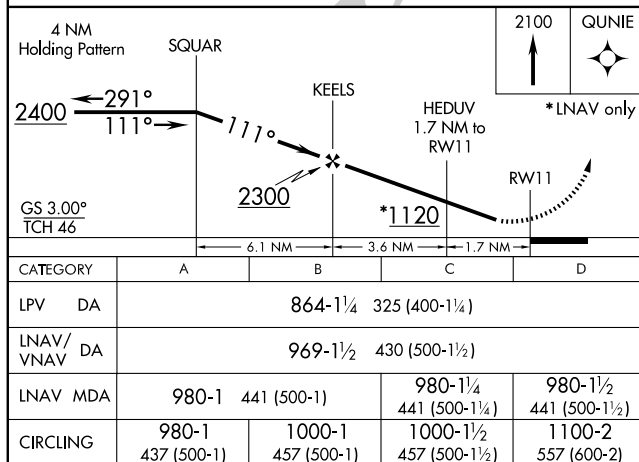
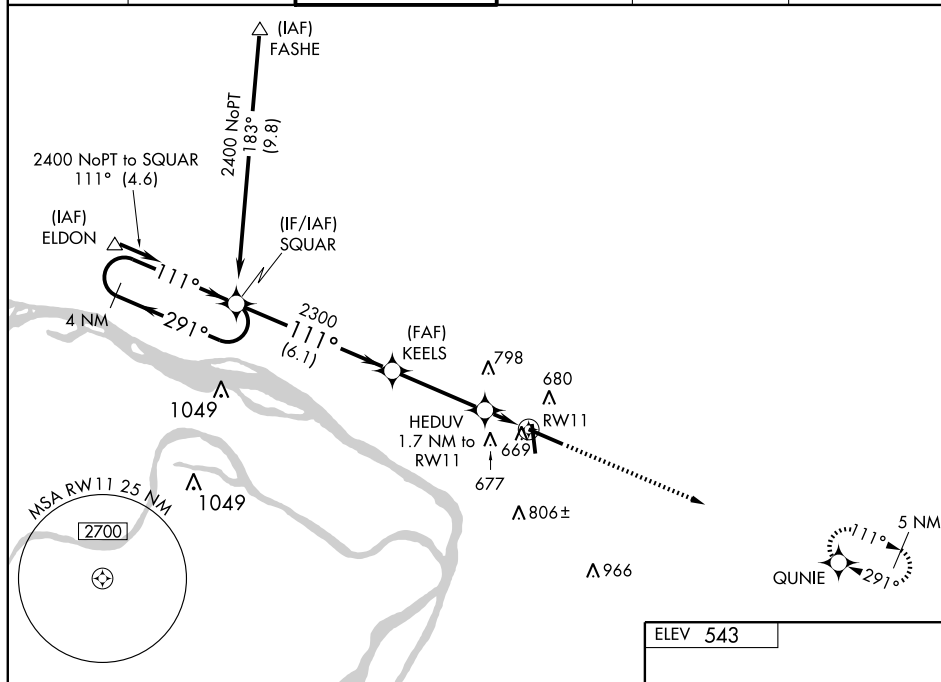
ST LOUIS APP CON
124.2 353.9

REGIONAL TOWER ★
126.0 (CTAF) 239.0

GND CON
120.2

CLNC DEL
120.2

UNICOM
122.95



APP CRS 171°	Rwy Idg 6499
	TDZE 542
	Apt Elev 544

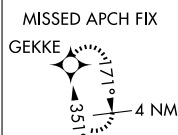
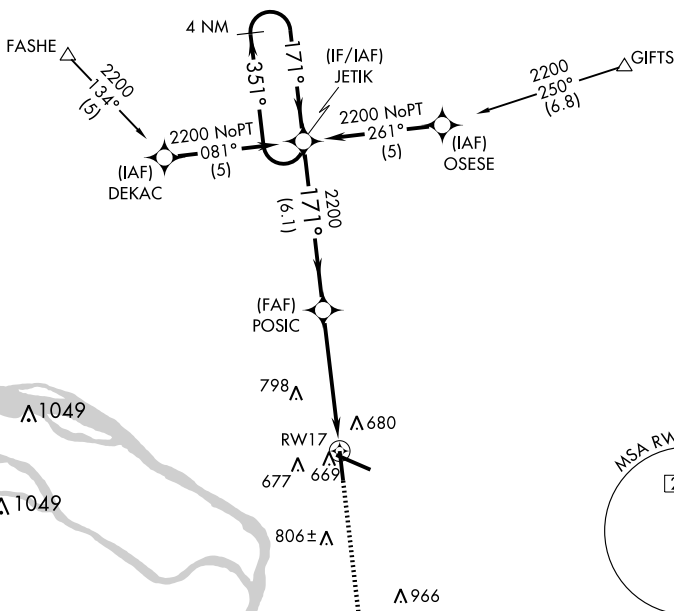
RNAV (GPS) RWY 17

ALTON/ST. LOUIS RGNL (ALN)

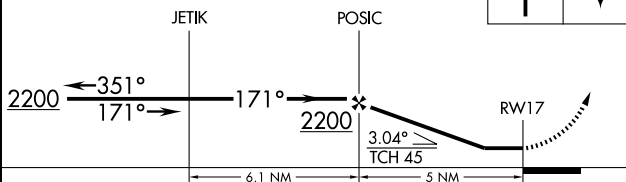
▼ If local altimeter not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet. When VGS1 inop, straight-in/circling Rwy 17 and circling Rwy 35, NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct GEKKE and hold.

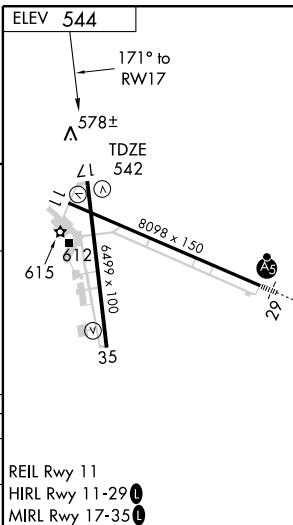
ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER★ 126.0 (CTAF) 239.0	GND CON 120.2	CLNC DEL 120.2	UNICOM 122.95
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4 NM
Holding Pattern



CATEGORY	A	B	C	D
RNAV MDA	920-1	378 (400-1)	920-1½	378 (400-1½)
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)



WAAS CH 77507 W29A	APP CRS 291°	Rwy Idg TDZE 531 Apt Elev 544	8098
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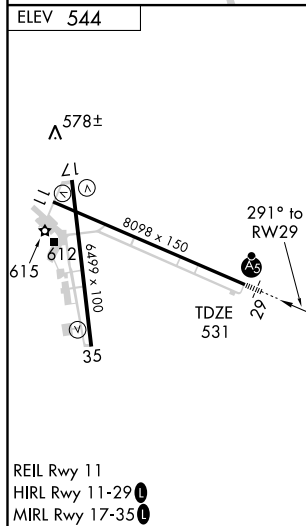
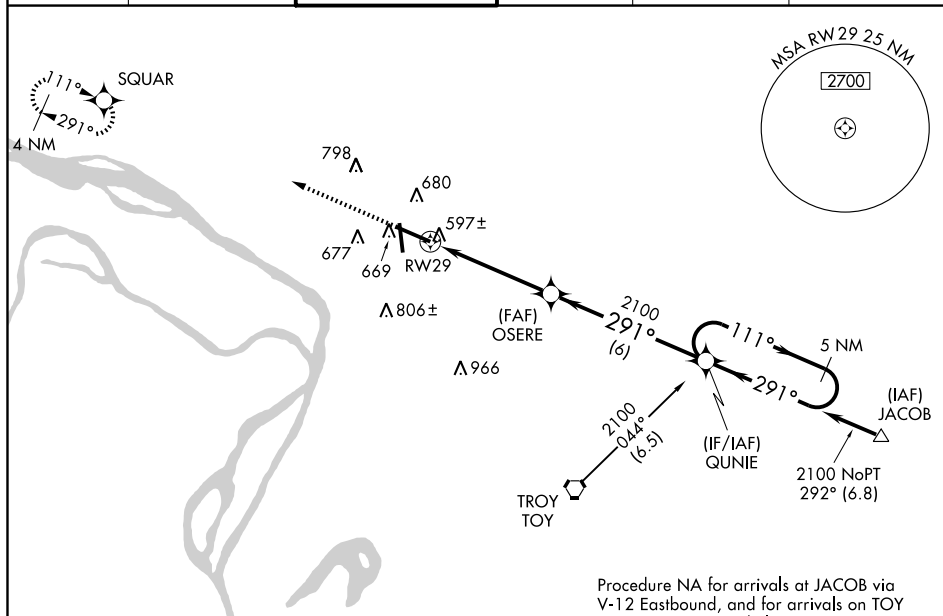
RNAV (GPS) RWY 29

ALTON/ST. LOUIS RGNL (ALN)

▼ For inoperative MALS, increase LNAV Cat. D visibility to 1½ mile. If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DAs and MDAs 60 feet. VDP and Baro-VNAV NA with Lambert-St. Louis Intl altimeter setting. Baro-VNAV NA below -16°C (4°F). Inoperative table does not apply to LNAV Cat. D. DME/DME RNP-0.3 NA.

▲ **MALS** MISSED APPROACH: Climb to 2400 direct SQUAR and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER★ 126.0(CTAF) 239.0	GND CON 120.2	CLNC DEL 120.2	UNICOM 122.95
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ELEV 544				
2400 SQUAR				
*LNAV Only				
RW29 1 NM 3.7 NM 6 NM				
CATEGORY	A	B	C	D
LPV DA	800-½		269 (300-½)	
LNAV/VNAV DA	860-¾		329 (400-¾)	
LNAV MDA	880-½		880-1 349 (400-1)	
CIRCLING	980-1¼ 436 (500-1¼)	1000-1¼ 456 (500-1¼)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)

APP CRS 351°	Rwy Idg TDZE Apt Elev	6499 544 544
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RNAV (GPS) RWY 35

ALTON/ST. LOUIS RGNL (ALN)

▼ If local altimeter not received, use Lambert-St. Louis altimeter setting and increase all MDAs 60 feet. When VGS1 inop, circling to Rwy 17/35 NA at night. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2200 direct JETIK and hold.

ATIS
128.0

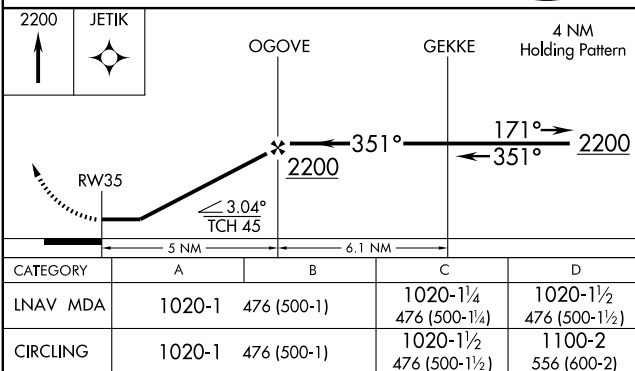
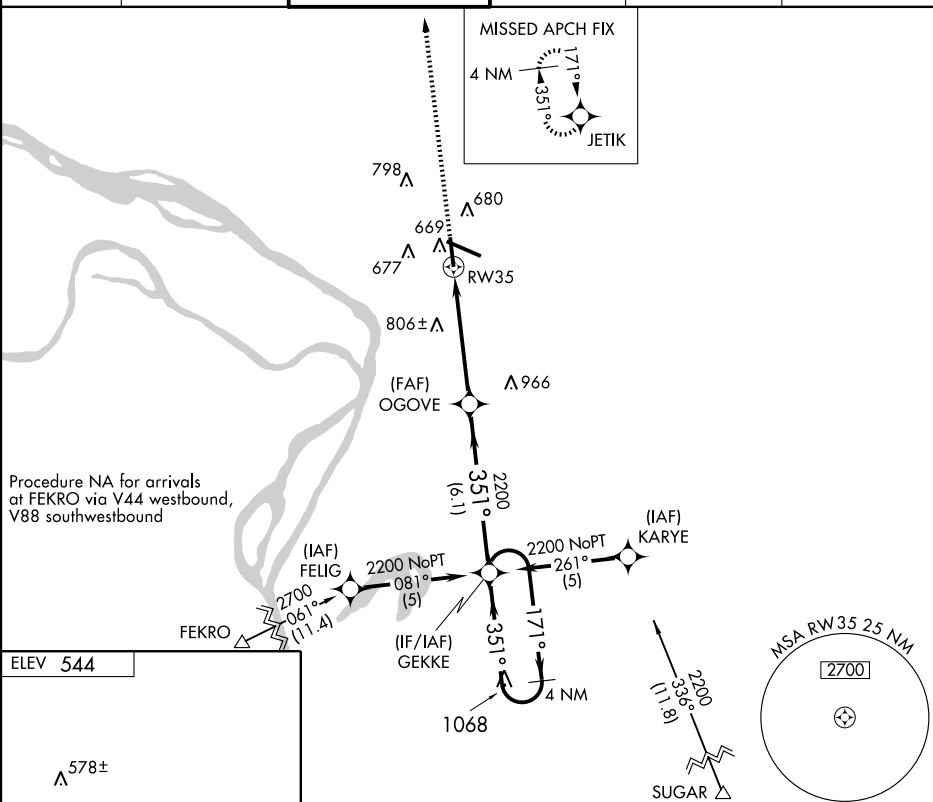
ST LOUIS APP CON
124.2 353.9

REGIONAL TOWER★
126.0 (CTAF) 239.0

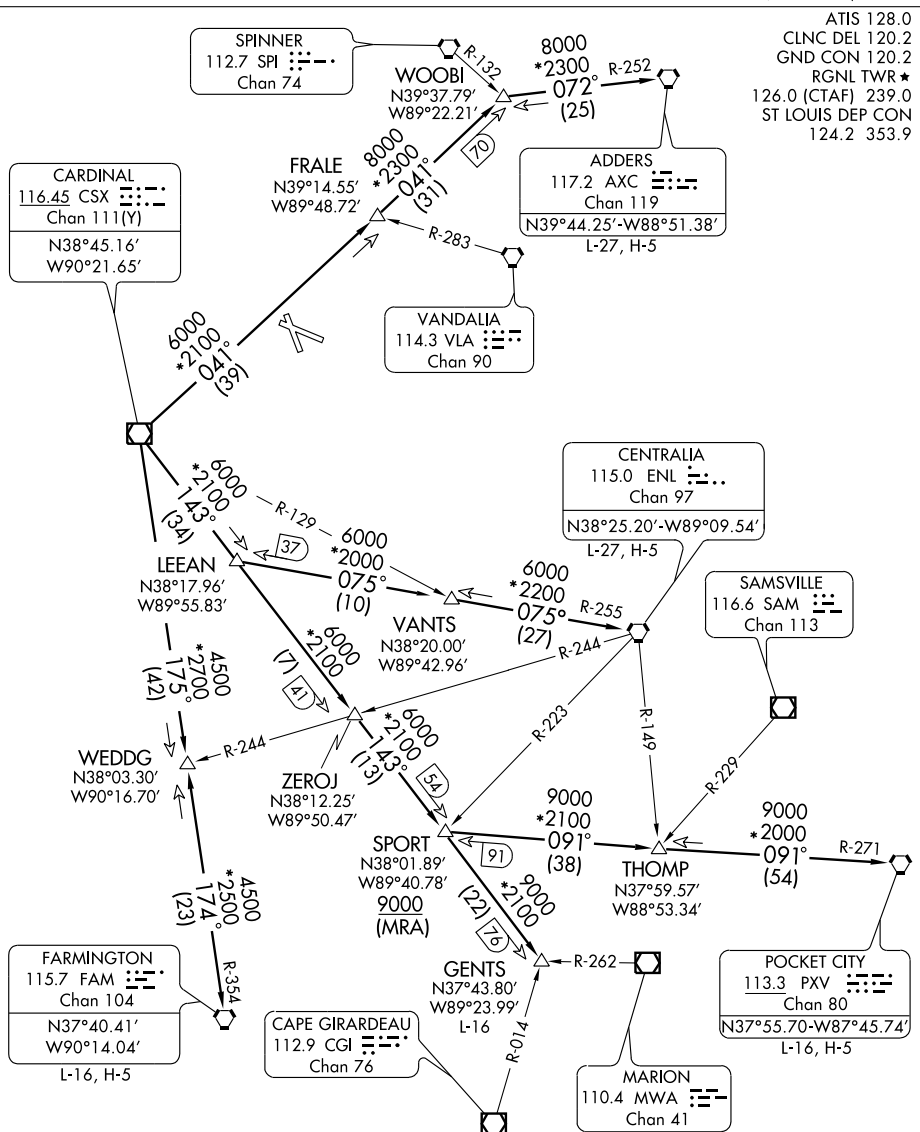
GND CON
120.2

CLNC DEL
120.2

UNICOM
122.95



TURBO SIX DEPARTURE



TAKEOFF MINIMUMS

Rwy 11, 17, 29, 35, Standard.

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TURBO SIX DEPARTURE

(TURBO6.STL) 10266

ALTON/ST. LOUIS, ILLINOIS
ALTON/ST. LOUIS RGNL (ALN)

EC-3. 23 SEP 2010 to 21 OCT 2010

TURBO SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO6.AXC): From over CSX VOR/DME via CSX R-041 to WOObI INT, then via AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO6.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO6.FAM): From over CSX VOR/DME via CSX R-175 to WEDDG INT, then via FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO6.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO6.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO6.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKEOFF OBSTACLES

Rwy 11: Tree & Pole beginning 1066' from DER, 668' left of centerline, up to 76' AGL/575' MSL.

Rwy 17: Multiple Trees beginning 1274' from DER, 282' left of centerline, up to 67' AGL/606' MSL. Multiple Trees beginning 1624' from DER, 115' right of centerline, up to 102' AGL/621' MSL.

Rwy 29: Multiple Trees and Floodlight on Hangar beginning 665' from DER, 406' left of centerline, up to 99' AGL/618' MSL. Multiple Trees beginning 1570' from DER, 197' right of centerline, up to 75' AGL/604' MSL.

Rwy 35: Multiple Trees and Light Standard beginning 823' from DER, 478' left of centerline, up to 67' AGL/596' MSL. Multiple trees beginning 1035' from DER, 15' right of centerline, up to 43' AGL/572' MSL.

VORTAC TOY 116.0 Chan 107	APP CRS 142°	Rwy Idg TDZE Apt Elev N/A N/A 544
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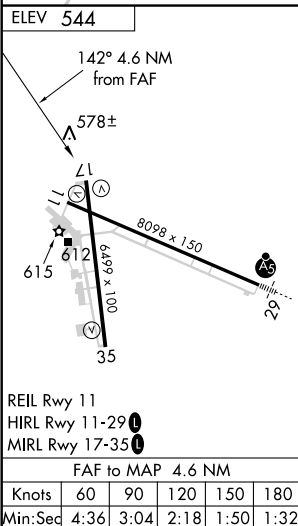
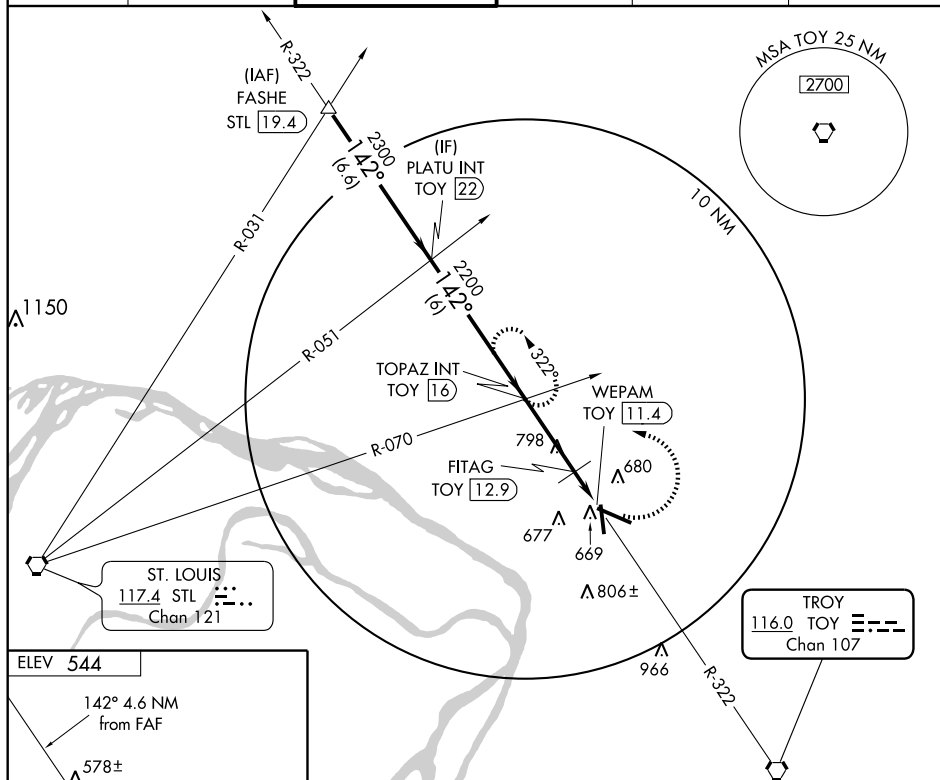
VOR-A

ALTON/ST. LOUIS RGNL (ALN)

▼ If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2200 via TOY R-322 to TOPAZ Int/TOY 16 DME and hold.

ATIS 128.0	ST LOUIS APP CON 124.2 353.9	REGIONAL TOWER ★ 126.0 (CTAF) 239.0	GND CON 120.2	CLNC DEL 120.2	UNICOM 122.95
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	FASHE STL 19.4	PLATU INT TOY 22	TOPAZ INT TOY 16	FITAG TOY 12.9	WEPAM TOY 11.4	2200 TOY R-322	TOPAZ INT TOY 16
Procedure	Turn	NA					
*1160 when using Lambert-St. Louis Intl altimeter setting.							
	6.6 NM	6 NM	3.2 NM	1.4 NM			
CATEGORY	A	B	C	D			
CIRCLING	1100-1	556 (600-1)	1100-1½ 556 (600-1½)	1100-2 556 (600-2)			
	FITAG FIX MINIMUMS						
CIRCLING	980-1 436 (500-1)	1000-1 456 (500-1)	1000-1½ 456 (500-1½)	1100-2 556 (600-2)			

ALTON/ST. LOUIS, ILLINOIS

Amdt 9 10266

ALTON/ST. LOUIS RGNL (ALN)

38° 53'N-90° 03'W

VOR-A

10210

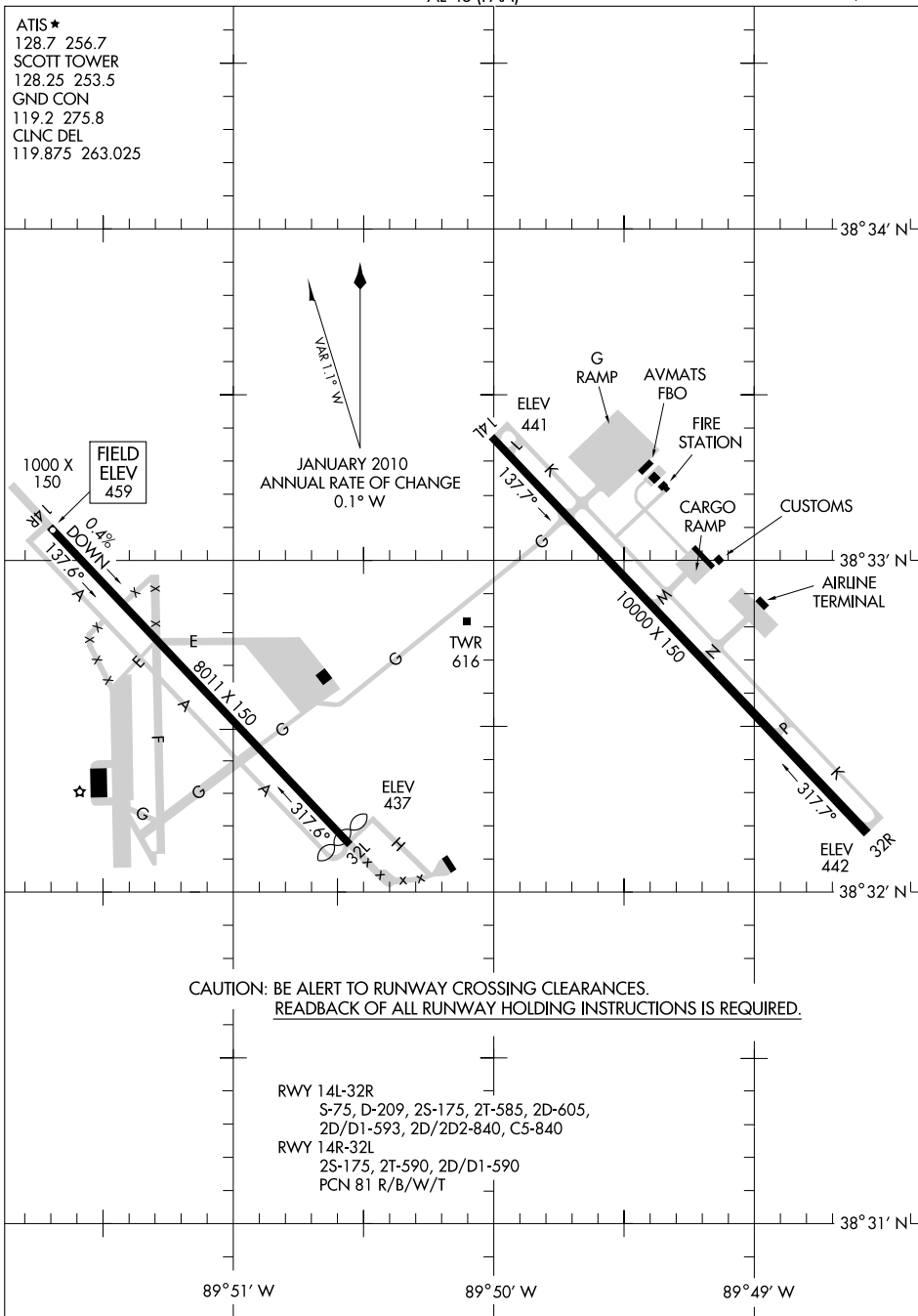
AIRPORT DIAGRAM

AL-46 (FAA)

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)
BELLEVILLE, ILLINOIS

ATIS ★
128.7 256.7
SCOTT TOWER
128.25 253.5
GND CON
119.2 275.8
CLNC DEL
119.875 263.025

EC-3, 23 SEP 2010 to 21 OCT 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 14L-32R
S-75, D-209, 2S-175, 2T-585, 2D-605,
2D/D1-593, 2D/2D2-840, C5-840

RWY 14R-32L
2S-175, 2T-590, 2D/D1-590
PCN 81 R/B/W/T

EC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

BELLEVILLE, ILLINOIS
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

10210

BELLEVILLE

SCOTT AFB/MIDAMERICA (BLV)(KBLV) MIL/CIV 14 E UTC-6(-5DT) N38°32.71' W89°50.11' ST LOUIS

459 B S1 FUEL 100LL, JET A+ TPA—See Remarks Class I, ARFF Index B

H-5D, L-27C, A

IAP, DIAP, AD

RWY 14L-32R: H10000X150 (CONC-GRVD) S-75, D-209, 2S-175,

2T-585, 2D-605, 2D/D1-593, 2D/2D2-840, C5-840 HIRL

RWY 14L: REIL. PAPI(P4R)—GA 3.0° TCH 72'.

RWY 32R: MALSR. PAPI(P4L)—GA 3.0° TCH 72'.

RWY 14R-32L: H8011X150 (ASPH-CONC) PCN 81 R/B/W/T

HIRL

RWY 14R: MALSR. PAPI(P4L)—GA 3.0° TCH 65'. Rgt tfc.

0.4% down.

RWY 32L: MALSR. PAPI(P4L)—GA 3.0° TCH 72'. Thld dsplcd 210'.

MILITARY SERVICE: JASU 6(A/M32A-86) 3(AM32-95). MidAmerica

2(A/M32A-60B) 1(AM32-95) 2(A/M32A-86) 1(MD-4).

FUEL A+ 100LL (Arpt Terminal Svc avbl 1400-0200Z±,

C618-566-5265. FLUID SP(Mil) PRESAIR(Mil) LHOX(Mil) LOX(Mil)

OIL O-133-148(Mil) SOAP(Mil) TRAN ALERT Cldr weekdays

1200-0400Z±, weekends 1300-0000Z±, cld Federal holidays,

see NOTAM. MidAmerica FBO svc provided by Air Terminal Svc

(ATS), opr 1400-0200Z± 24 hr PPR other times. FBO svc limited

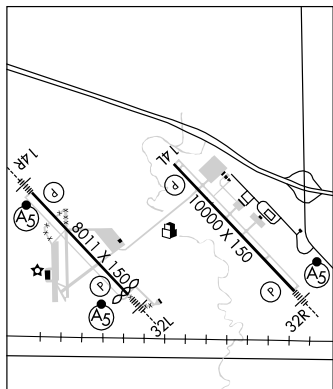
to refueling only. Ctc FBO at C618-566-5265 for specific park

and svc. Mil svc not avbl to mil acft at civ ramp.

AIRPORT REMARKS: Attended continuously. FBO avbl 1200-2030Z±, C618-566-5320. Deer, birds and waterfowl on and in/ovt arpt. CAUTION Dense civil air traffic all quadrants, all altitudes. Use caution when utilizing Twy G, 0.25 NM east of Rwy 14R-32L intersection, gradient change of 3° and a 70° turn present, on coming traffic may not be visible due to terrain. Index C ARFF capability avbl one hr PPR call arpt ops center 618-566-5227. Military ramps clsd to civil acft without prior coordination and a ldg permit number on file. First 6000' of Rwy 32L is asph, remaining 2001' is conc; locked wheel turns on asph portion of rwy prohibited. 180° turns on asph portion of rwy is authorized for light and medium category acft only. First 2000' of Rwy 14R is concrete. Acft taxiing N on Twy A making left turn onto Foxtrot ramp—be alert—no twy centerline due to acute angle of twy intersection. Acft taxiing N on Rwy 32L onto East Twy E—be alert—no twy centerline due to acute angle of twy/rwy intersection. Rwy 14L touchdown rwy visual range avbl. Rwy 32L hold lines lctd on Twy A abeam dsplcd thld. TPA—Overhead, fighter acft, 2500(2041), rectangular 2000(1541), light acft and helicopter rectangular 1500(1041). During VFR conditions tkf, low approach, touch and go and clsd pattern, acft will not exceed 2000' until fld boundary to avoid overhead pattern. Landing fee.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remaks. **RSTD** Official Business Only when Tran Alert clsd.

Scott AFB is PPR. The 375th Military Flight Svc section is the sole agent for issuing PPR numbers to military acft opr on or from Scott AFB side. All inbound acft must ctc 375th comd post or 126th ANG comd post no later than 30 min prior to ldg. Military support may not be avbl on MidAmerica side of fld without prior coordination through Scott AFB. PPR call DSN 576-1861, C618-256-1861, fax extension 6718. ANG ramp/services: ctc 126th AM DSN 760-4275, C618-222-4275 or 126th Comd Post extension 4255, fax extension 4252. PPR issued up to seven days prior to arrival. Parking at 126th ARW ramp is official business requiring 48 hrs PPR. AMC acft restricted during Bird Aircraft Strike Hazard Phase II and when arpt enters Bird Watch Conditions Moderate or Severe. When arpt is code Moderate or Severe no local IFR/VFR tfc pat. When arpt code Severe, tkf/ldg prohibited without 375 OG/CC approval. During Phase II, daily Bird Aircraft Strike Hazard windows are estimated as SR+1-SR-1 and SS+1-SS-1. During Bird Aircraft Strike Hazard window (when code Low) no trans pattern permission, initial tkf/full stop ldg are at AC discretion. Ctc ATIS, PTD, 375 AW Comd Post or twr for current code. Mil ramps clsd to civil aircraft without prior coordination and a landing permits number on file. Rwy 32L hold line is on Twy A abeam Rwy 32L dsplcd thld. Limited de-icing capability. Acft commanders must coordinate with SAFB command post DSN 576-5891, C618-256-5891 for availability at least 24 hours prior to dep. **MISC** Rwy 32L 1000' overrun (north end) avbl, Rwy 14R no overrun (south end) avbl. Acft arriving Scott AFB with more than 30 passengers after hr ctc Base 24 hr in advance, C618-256-1861. Wx svc avbl Mon-Fri 0900-0100Z±; weekend and hol as dictated by local mission schedule, or during forecast severe wx conditions at DSN 576-5905, C618-256-5905. Wx svc avbl Mon-Fri 0900-0100Z±, weekend and holiday as dictated by local mission schedule, or during forecast severe wx conditions at DSN 576-5905, C618-256-5905. Wx observation avbl 24 hrs via AN/FMQ-19 Automated Observing System. During wx flight hrs of closure remote service avbl from 15 Opr Wx Squadron DSN 576-9755, C618-256-9755. During evacuation of wx flight ctc 15OWS at number above.



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

COMMUNICATIONS: SFA as assigned D-ATIS 128.7 256.7 (1200-0600Z‡) UNICOM 122.95 PTD 139.85 372.2

Ⓡ ST LOUIS APP/DEP CON 125.2 281.5

SCOTT TOWER 128.25 253.5 GND CON 119.2 275.8

CLNC DEL 119.875 263.025

375 AW COMD POST 130.65 383.2

126 ARW COMD POST 138.55 277.7 PMSV METRO 239.8

AIRSPACE: CLASS D svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 157° 12.3NM to fld. 570/4E.

(T) TACAN Chan 59 SKE (112.2) N38°32.72' W89°51.10' at fld. 482/2E. No NOTAM MP Wed and Thu 1200-1600Z‡.

GOOEY NDB (LOM) 385 JD N38°28.68' W89°44.27' 309° 6.1 NM to fld. No NOTAM MP Tue 1200-1600Z‡.

ILS 109.9 I-OKX Rwy 14R. No NOTAM MP Mon and Tue 1200-1600Z‡.

ILS/DME 111.15 I-BTC Chan 48(Y) Rwy 14L. Class IE. No NOTAM MP Wed and Thu 1200-1600Z‡.

ILS 111.15 I-JDU Rwy 32R. Class ID LOM GOOEY NDB. No NOTAM MP Wed and Thu 1200-1600Z‡.

ILS 109.9 I-BLV Rwy 32L. No NOTAM MP Mon and Tue 1200-1600Z‡.

ASR

BELLGRADE N37°08.73' W88°40.23' NOTAM FILE PAH.

ST LOUIS

NDB (MHW) 254 BDD 224° 7.1 NM to Barkley Rgnl.

L-161

BENTON MUNI (H96) 1 W UTC-6(-5DT) N38°00.41' W88°56.07'

ST LOUIS

444 B FUEL 100LL TPA-1244(800) NOTAM FILE STL

L-16H

RWY 18-36: H4000X75 (ASPH) S-4 MIRL

RWY 18: Tree.

RWY 36: Tree.

AIRPORT REMARKS: Attended Fri-Sun 1400-0000Z‡. MIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20' W89°09.54' 153° 27 NM to fld. 546/4E. HIWAS.

BIBLE GROVE N38°55.22' W88°28.91' NOTAM FILE STL.

ST LOUIS

(L) VORTAC 109.0 BIB Chan 27 342° 9.3 NM to Effingham Co Mem. 540/3E.

H-5E, L-27C

RCO 122.05R 109.0T (ST LOUIS RADIO)

BLOOMINGTON N40°28.85' W88°55.88' NOTAM FILE BMI.

CHICAGO

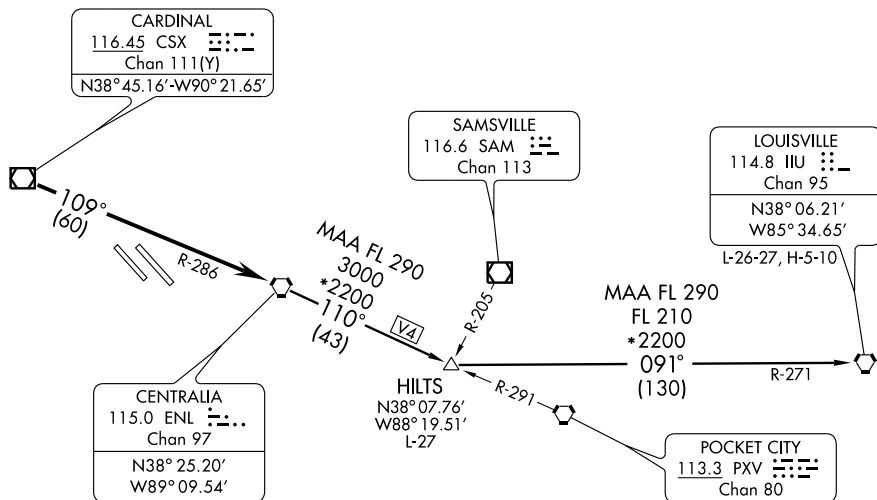
(L) VOR/DME 108.2 BMI Chan 19 at Central Illinois Rgnl Arpt at Bloomington-Normal 882/3E.

L-27C

VOR unusable 091°-149°, 221°-235° and 291°-314°.

RCO 123.6R 108.2T (KANKAKEE RADIO)

ATIS ★
 128.7 256.7
 CLNC DEL
 119.875 263.025
 GND CON
 119.2 275.8
 SCOTT TOWER
 128.25 253.5
 ST LOUIS DEP CON
 125.2 281.5



NOTE: For Turbojets only.

NOTE: Chart not to scale.

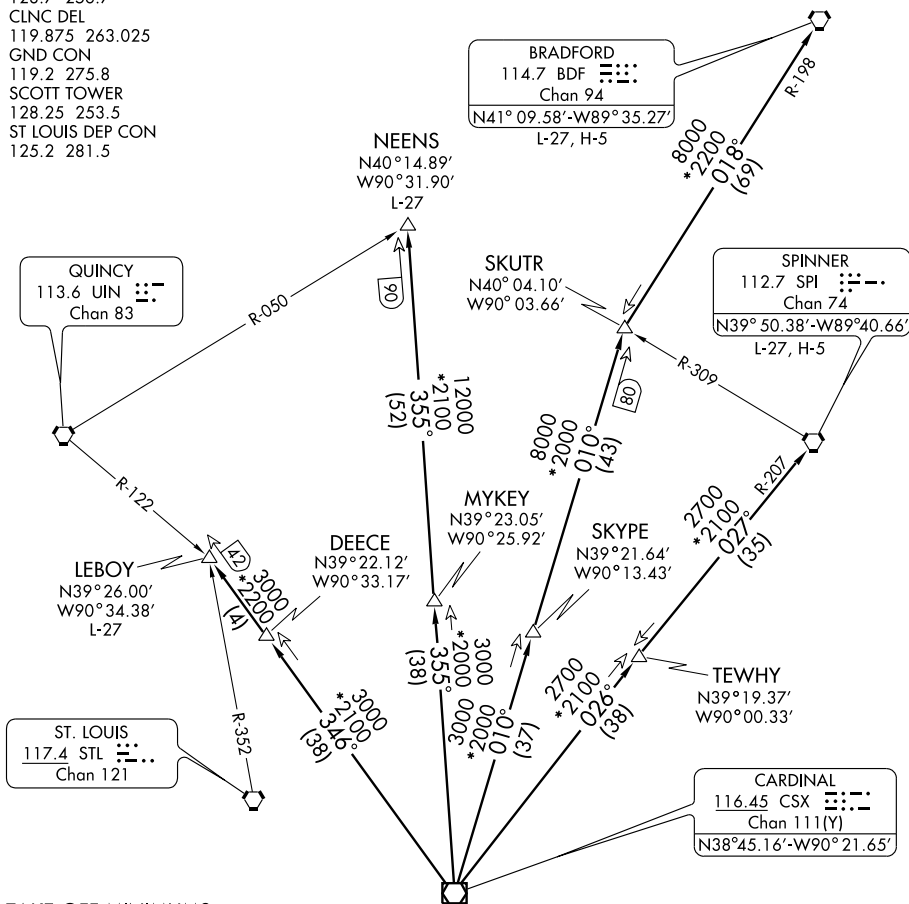
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

ATIS★
128.7 256.7
CLNC DEL
119.875 263.025
GND CON
119.2 275.8
SCOTT TOWER
128.25 253.5
ST LOUIS DEP CON
125.2 281.5



TAKE-OFF MINIMUMS:
Rwys 14L, 14R, 32L, 32R: STANDARD.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

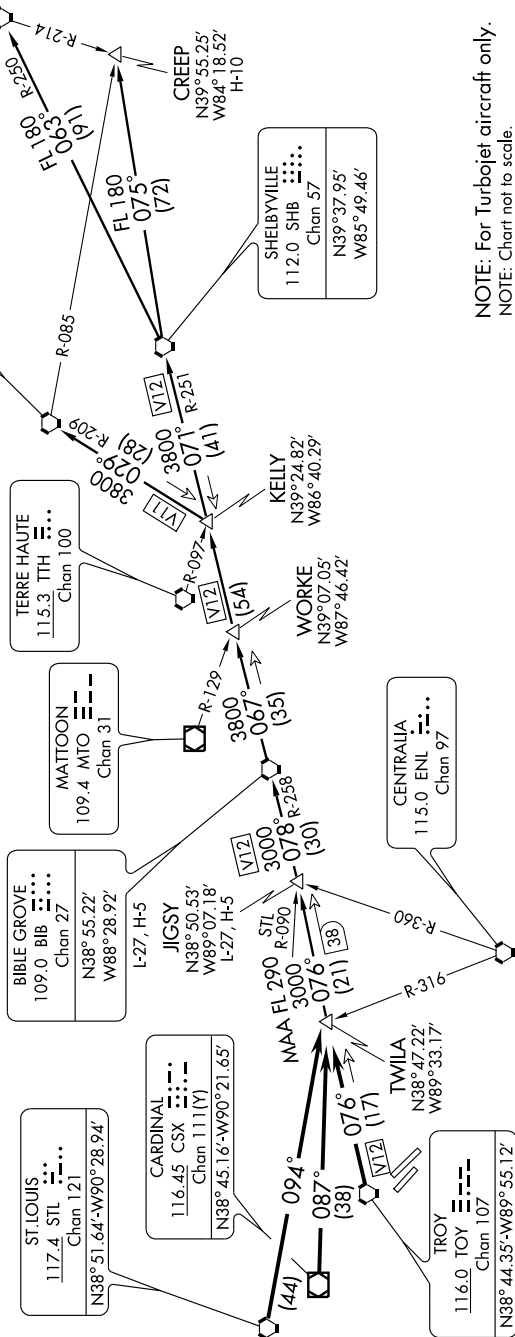
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4,VHP): From over TWILA INT via TOY R-076 and BIB R-238 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION [GATWY4.CREEP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

LOC/DME I-BTC
111.15
Chan **48** (Y)

APP CRS
135°

Rwy Idg **10000**
TDZE **442**
Apt Elev **459**

ILS or LOC/DME RWY 14L
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

▲ Procedure not authorized when control tower closed.

MISSED APPROACH: Climb to 2000 via heading 135° and ENL VORTAC R-277 to DUTMY Int/ENL 19.4 DME and hold.

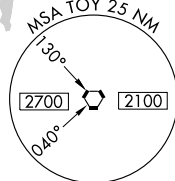
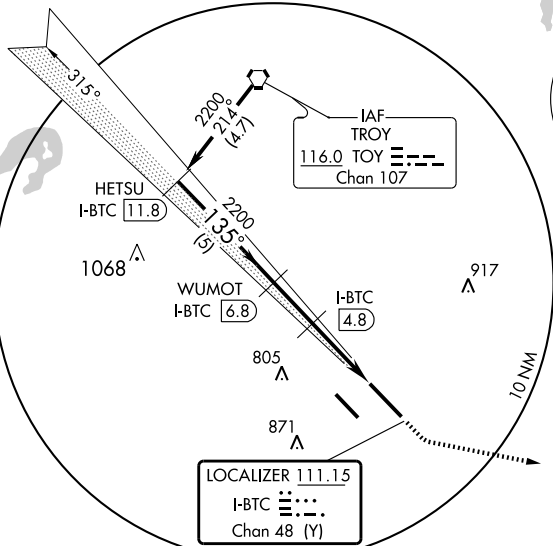
ATIS ★
128.7 256.7

ST LOUIS APP CON
125.2 281.5

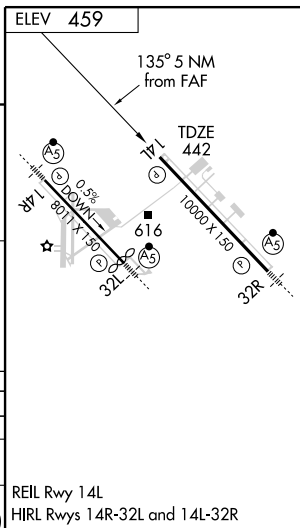
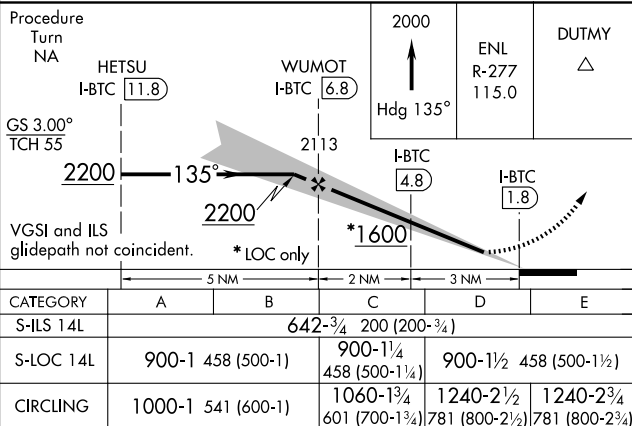
SCOTT TOWER
128.25 253.5

GND CON
119.2 275.8

CLNC DEL
119.875 263.025



DME REQUIRED



LOC I- <u>OXX</u> 109.9	APP CRS 135°	Rwy Idg TDZE 459 Apt Elev 459
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ILS or LOC RWY 14R

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

▲ DME from SKE TACAN.
*Vis Cat. A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 2000 then via TOY VORTAC R-148 to WOMUG INT and hold.

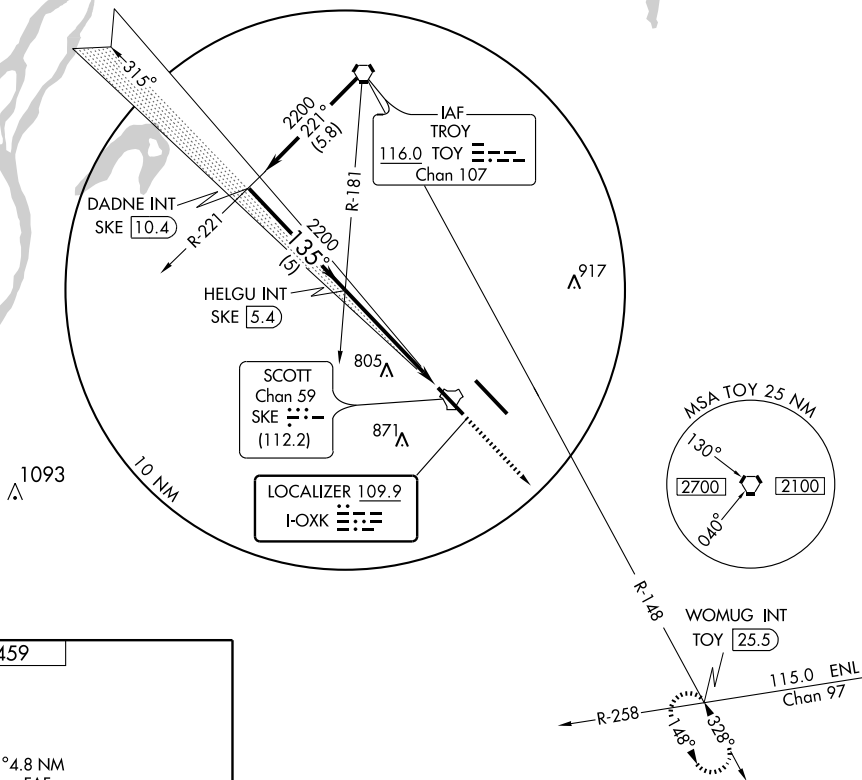
ATIS ★
128.7 256.7

ST LOUIS APP CON
125.2 281.5

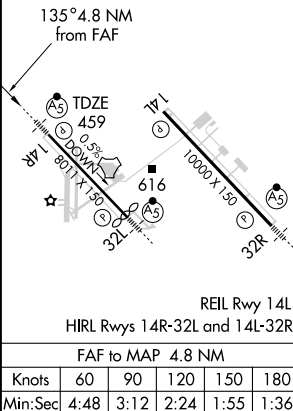
SCOTT TOWER
128.25 253.5

GND CON
119.2 275.8

CLNC DEL
119.875 263.025



ELEV 459



	DADNE INT SKE (10.4)	HELGU INT SKE (5.4)	2000	TOY R-148 116.0	WOMUG INT
Procedure Turn NA	2200	2125	135°		
GS 3.00° TCH 50			2200		
VGSI and ILS glidepath not coincident.					
	5 NM	4.8 NM			
CATEGORY	A	B	C	D	E
S-ILS 14R	* 659/24 200 (200-½)				
S-LOC 14R	1000/24 541 (600-½)	1000/50 541 (600-1)	1000/60 541 (600-1½)	1000-1½ 541 (600-1½)	1000-2½ 541 (600-2½)
CIRCLING	1000-1 541 (600-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)	1240-2¾ 781 (800-2¾)	1240-3¾ 781 (800-3¾)

LOC I-JDU 111.15	APP CRS 315°	Rwy Idg TDZE 442 Apt Elev 459
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ILS or LOC RWY 32R

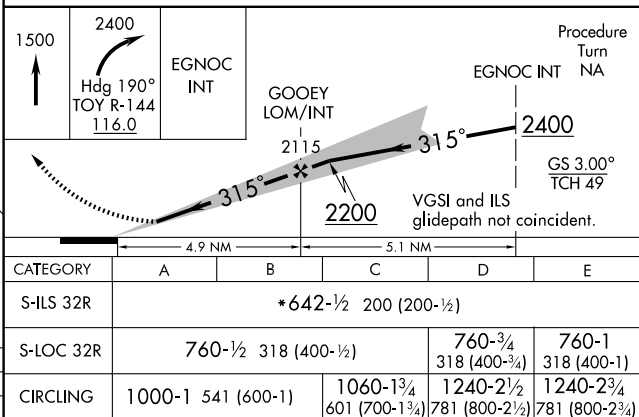
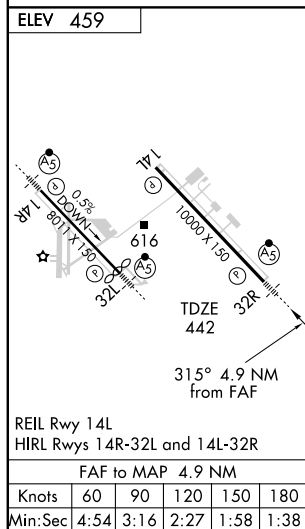
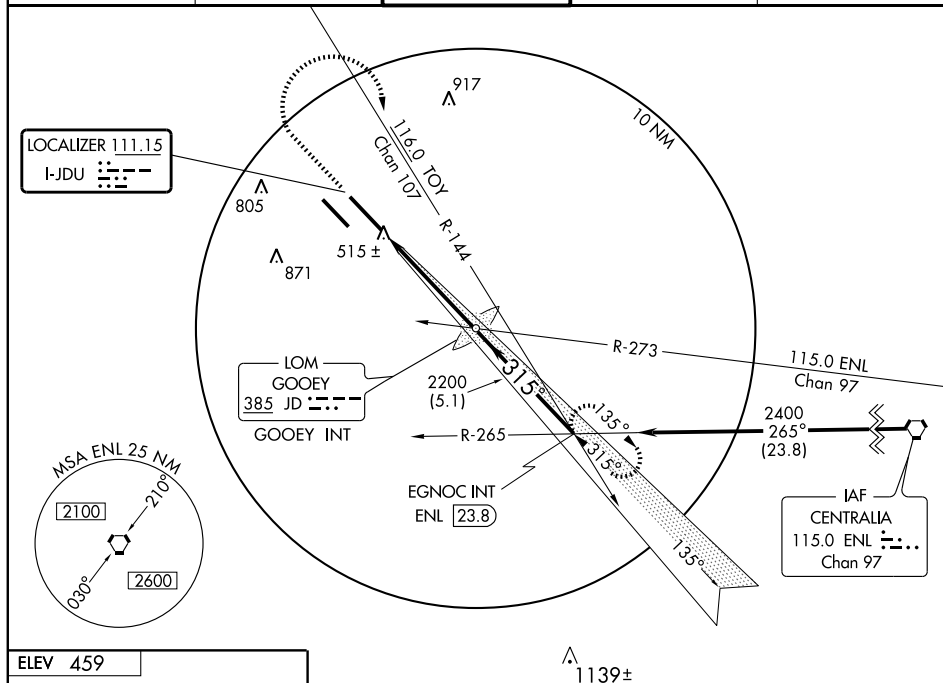
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

▲ Procedure not authorized when control tower closed.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR
▲

MISSED APPROACH: Climb to 1500 then climbing right turn to 2400 via heading 190° and TOY VORTAC R-144 to EGNOC Int and hold.

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 263.025
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ILS RWY 32L

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

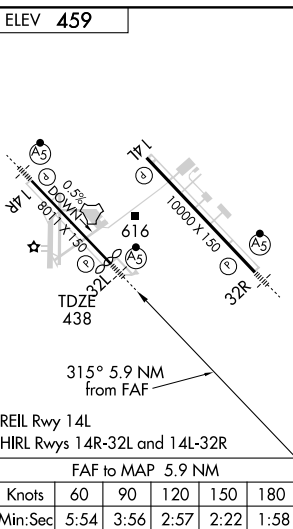
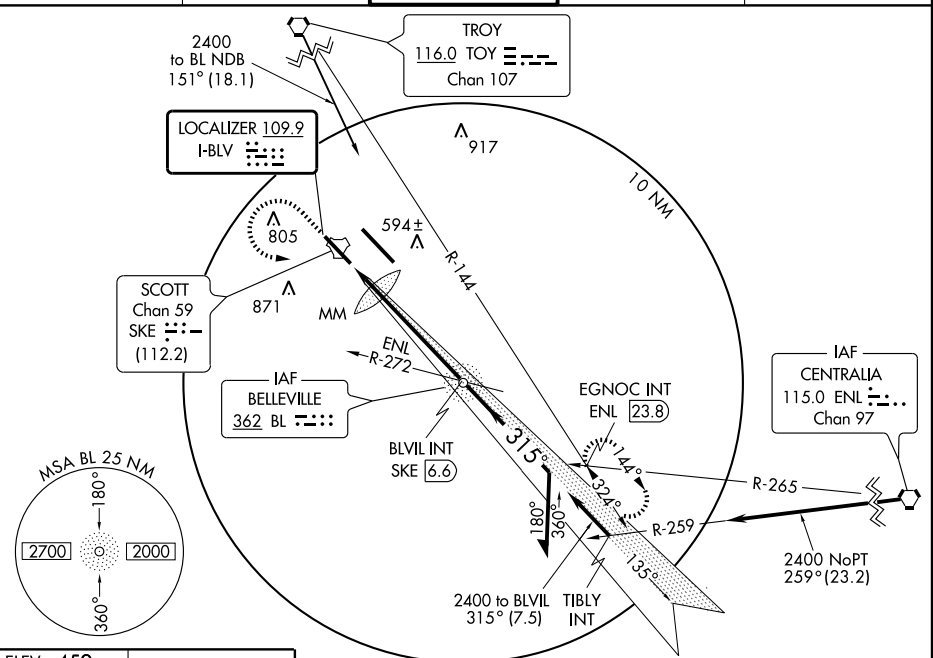
LOC I-BLV 109.9	APP CRS 315°	Rwy Idg TDZE Apt Elev	7801 438 459
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▲ Procedure turn not authorized for Cat. E aircraft.
Inoperative table does not apply.
Procedure not authorized when control tower closed.



MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via TOY R-144 to EGNOC Int and hold.

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 263.025
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<div>1500 ↑</div>		<div>2400 ↖</div> <div>TOY R-144 116.0</div>		<div>EGNOC INT</div>		<div>NDB</div> <div>BLVIL INT SKE 6.6</div> <div>2388</div> <div>315°</div> <div>2400</div> <div>135°</div> <div>Remain within 10 NM</div> <div>GS 3.00° TCH 57</div>					
<div>SKE 0.7</div> <div>MM</div> <div>0.5</div> <div>5.4 NM</div>											
CATEGORY		A		B		C		D		E	
S-ILS 32L		638/40 200 (200-¾)									
S-LOC 32L		860/50 422 (500-1)		860/60 422 (500-1¼)		860-1½ 422 (500-1½)					
CIRCLING		960-1 501 (600-1)		1020-1¾ 561 (600-1¾)		1140-2¼ 681 (700-2¼)		1240-2¾ 781 (800-2¾)			

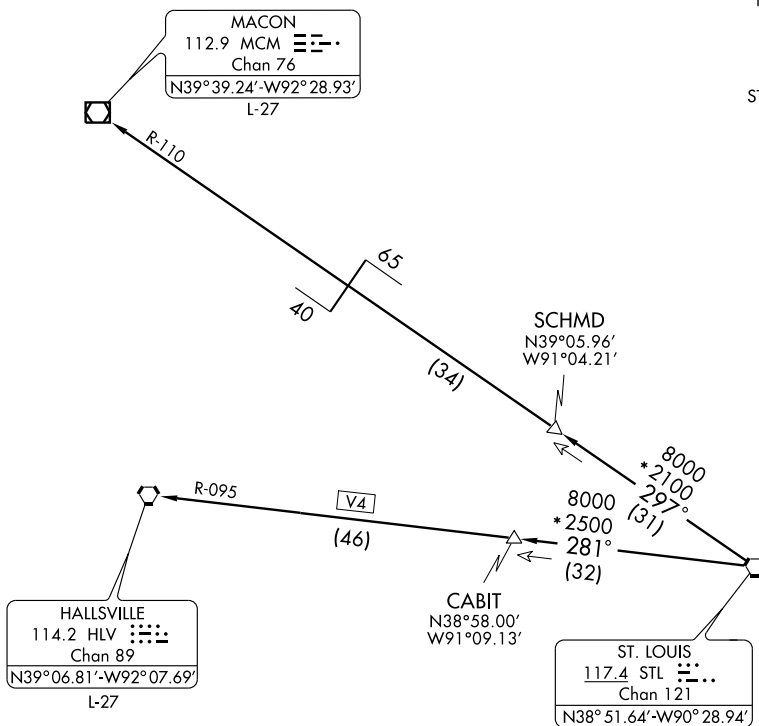
(OZARK3.STL) 09183

SL-46 (FAA)

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

OZARK THREE DEPARTURE

BELLEVILLE, ILLINOIS



ATIS ★
128.7 256.7
CLNC DEL
119.875 263.025
GND CON
119.2 275.8
SCOTT TOWER
128.25 253.5
ST LOUIS DEP CON
125.2 281.5

TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLW R-095 to HLW VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

OZARK THREE DEPARTURE

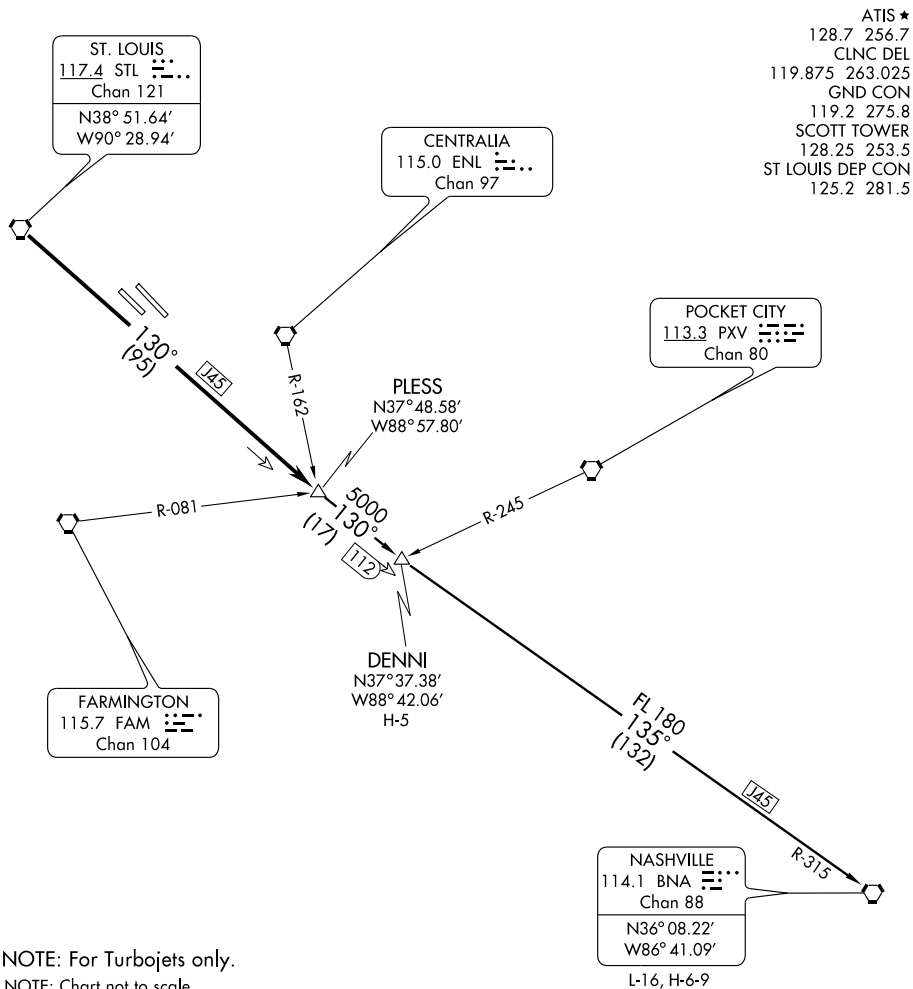
(OZARK3.STL) 09183

BELLEVILLE, ILLINOIS

BELLEVILLE/ SCOTT AFB/MIDAMERICA (BLV)

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

WAAS CH 58218 W14A	APP CRS 135°	Rwy Idg 10000 TDZE 442 Apt Elev 459
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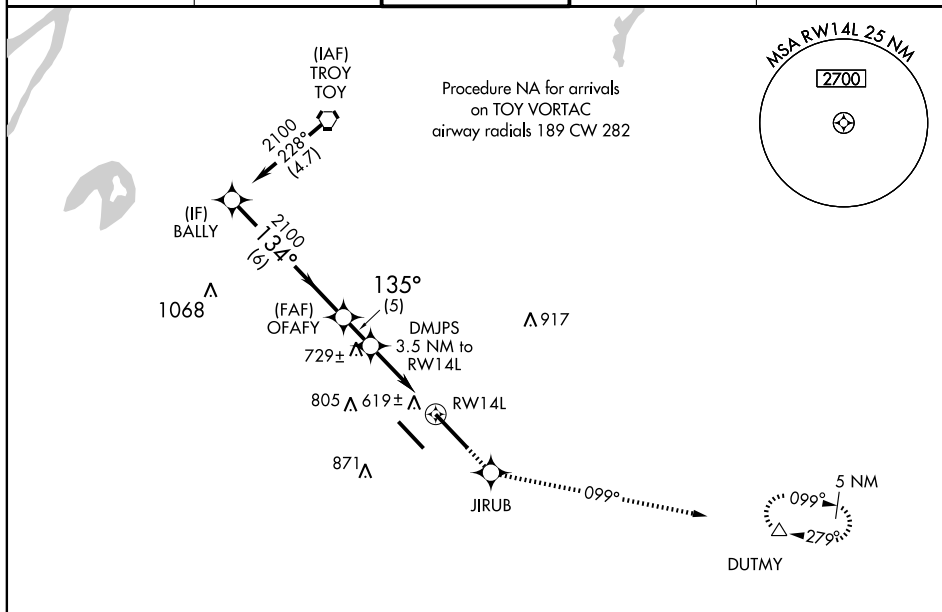
RNAV (GPS) RWY 14L

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using St. Louis Downtown altimeter setting. When local altimeter setting not received, use St. Louis Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C/D and Circling Cat D visibility ¼ mile.

MISSED APPROACH:
Climb to 2300 direct JIRUB and on track 099° to DUTMY and hold.

ATIS ★	ST LOUIS APP CON	SCOTT TOWER	GND CON	CLNC DEL
128.7 256.7	125.2 281.5	128.25 253.5	119.2 275.8	119,875 263,025



VGSI and RNAV glidepath not coincident.		2300 ↑		JIRUB ✦	tr 099°	DUTMY △	ELEV 459
BALLY		OFAFY 2100	DMJPS 3.5 NM to RW14L	*LNAV only			
2100 Procedure Turn NA GS 3.00° TCH 55		134°	135°	*1.2 NM to RW14L			
6 NM		1.5 NM	2.3 NM	1.2	RW14L		
CATEGORY	A	B	C	D			
LPV DA	642/40 200 (200-¾)						
LNAV/ VNAV DA	934-1¾ 492 (500-1¾)						
LNAV MDA	900/50	458 (500-1)	900/60 458 (500-1½)	900-1½ 458 (500-1½)			
CIRCLING	1000-1 541 (600-1)	1060-1 601 (700-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)			
							REIL Rwy 14L HIRL Rws 14R-32L and 14L-32R

135° to RW14L

TDZE 442

14L

0.5% DOWN

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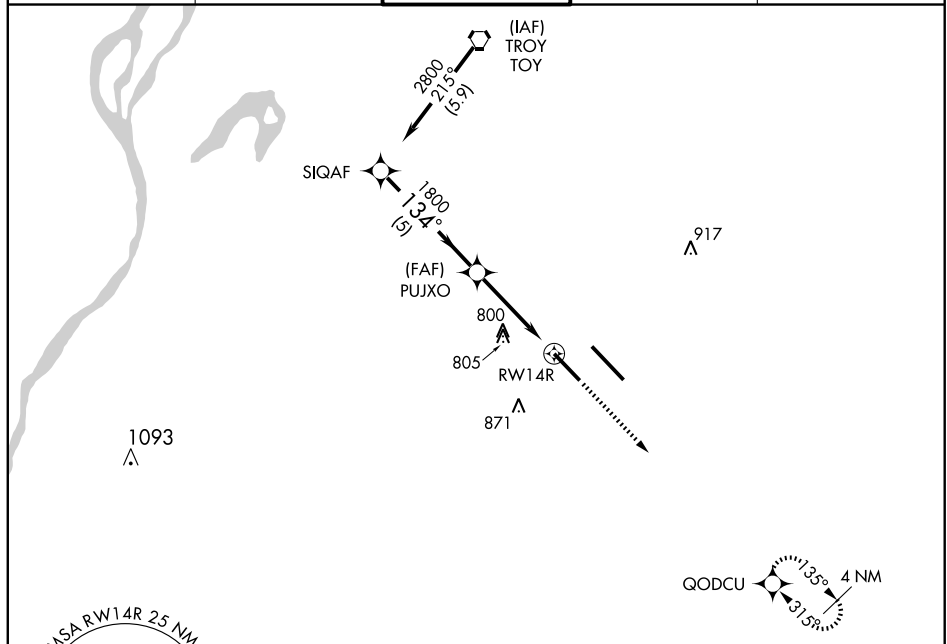
APP CRS 134°	Rwy Idg TDZE Apt Elev	8011 459 459
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RNAV (GPS) RWY 14R

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

NA Procedure not authorized when control tower closed. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 3000 direct QODCU WP and hold.
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ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 263.025
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
SIQAF 2800 Procedure Turn NA	PUJXO 1800	3000 	QODCU
134°	1.6 NM to RWY 14R	1.6 NM	1.6 NM
5 NM	2.4 NM	1.6 NM	1.6 NM
CATEGORY	A	B	C
LNAV MDA	1060/24 601 (700-½)	1060/60 601 (700-1¼)	1060-1½ 601 (700-1½)
CIRCLING	1060-1 601 (700-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)
ELEV 459	QODCU	3000	QODCU
134° to RWY 14R	TDZE 459	14R	32R
0.5% DOWN	10000 X 150	616	32L
REIL Rwy 14L	HIRL Rwy 14R-32L and 14L-32R	REIL Rwy 14L	HIRL Rwy 14R-32L and 14L-32R

APP CRS 315°	Rwy Idg TDZE Apt Elev	7801 438 459
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RNAV (GPS) RWY 32L

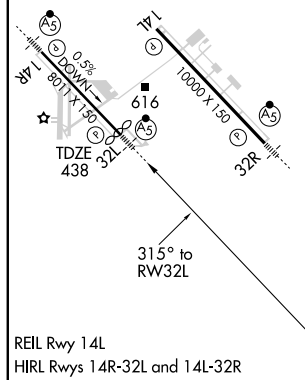
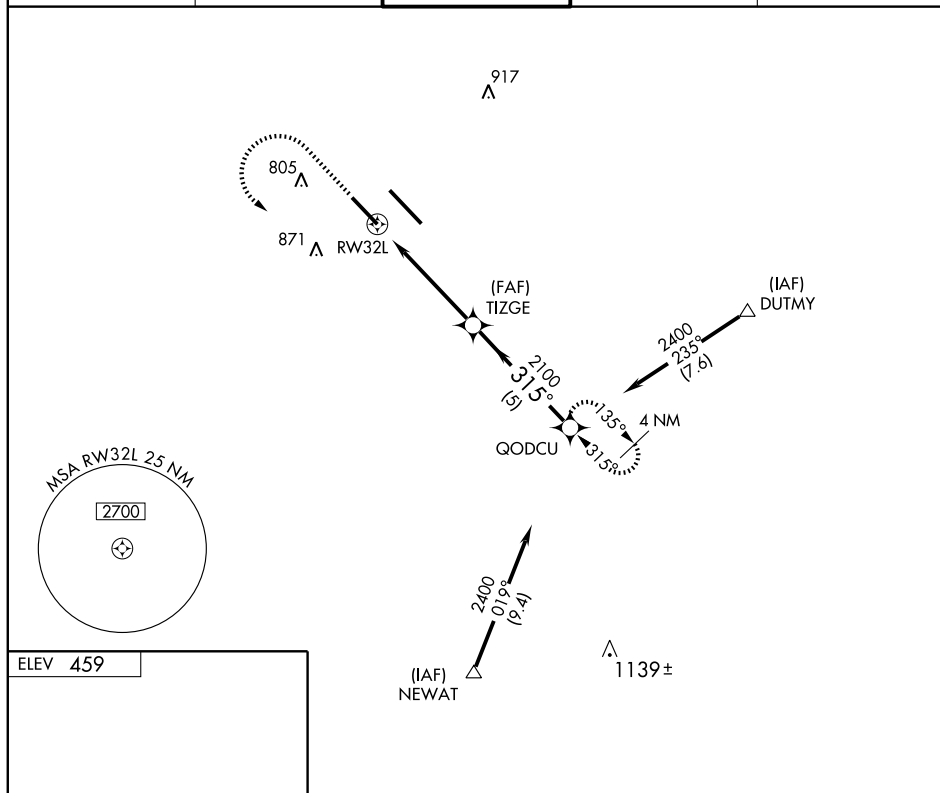
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

NA Procedure not authorized when control tower closed.
DME/DME RNP-0.3 NA.

MALSR


MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct QODCU WP and hold.

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 263.025
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1500

2400

QODCU

↑

↷

✦

1.3 NM

→

3.7 NM

→

5 NM

→

1.3 NM to RW32L

↓

3.03°

TCH 55

315°

QODCU

2400

Procedure Turn NA

VGSI and descent angle not coincident.

CATEGORY

A

B

C

D

LNAV MDA

920/24

482 (500-½)

920/40
482 (500-¾)

920/50
482 (500-1)

CIRCLING

1000-1

541 (600-1)

1060-1¼
601 (700-1¼)

1240-2½
781 (800-2½)

WAAS CH 50518 W32A	APP CRS 315°	Rwy Idg 10000 TDZE 442 Apt Elev 459
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RNAV (GPS) RWY 32R

BELLEVI/SCOTT AFB/MIDAMERICA (BLV)

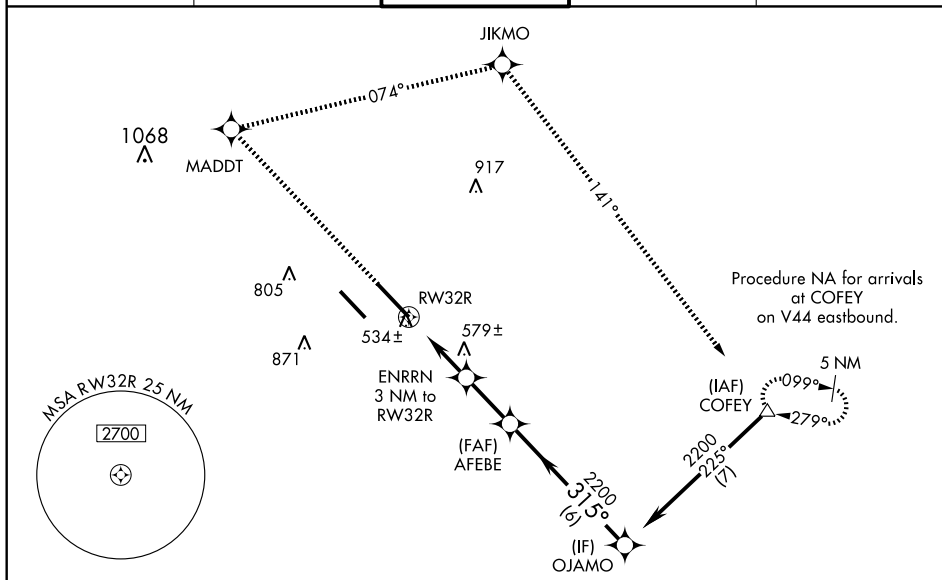
▼ For inoperative MALS, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0,3 NA. Baro-VNAV and VDP NA when using St. Louis Downtown altimeter setting. When local altimeter setting not received, use St. Louis Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cat D visibility ¼ mile.

MALS



MISSED APPROACH: Climb to 2300 direct MADDT and right turn on track 074° to JIKMO and on track 141° to COFEY and hold.

ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 263.025
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ELEV 459	2300	MADDT	JIKMO	COFEY	VGSI and RNAV glidepath not coincident.
	↑	✧	tr 074°	tr 141°	△
	*LNAV only				
		ENRRN 3 NM to RWY 32R	AFEBE 2200	OJAMO	
		*1 NM to RWY 32R	*1460	2200	Procedure Turn NA
		1 NM	2 NM	2.3 NM	6 NM
	CATEGORY	A	B	C	D
	LPV DA	642-1½ 200 (200-1½)			
	LNAV/VNAV DA	804-¾ 362 (400-¾)			
	LNAV MDA	840-1½ 398 (400-1½)			840-1 398 (400-1)
	CIRCLING	1000-1 541 (600-1)	1060-1 601 (700-1)	1060-1¾ 601 (700-1¾)	1240-2½ 781 (800-2½)

REIL Rwy 14L

HIRL Rws 14R-32L and 14L-32R

BELLEVILLE, ILLINOIS

Orig 29JUL10

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

38°33'N - 89°50'W



RNAV (GPS) RWY 32R

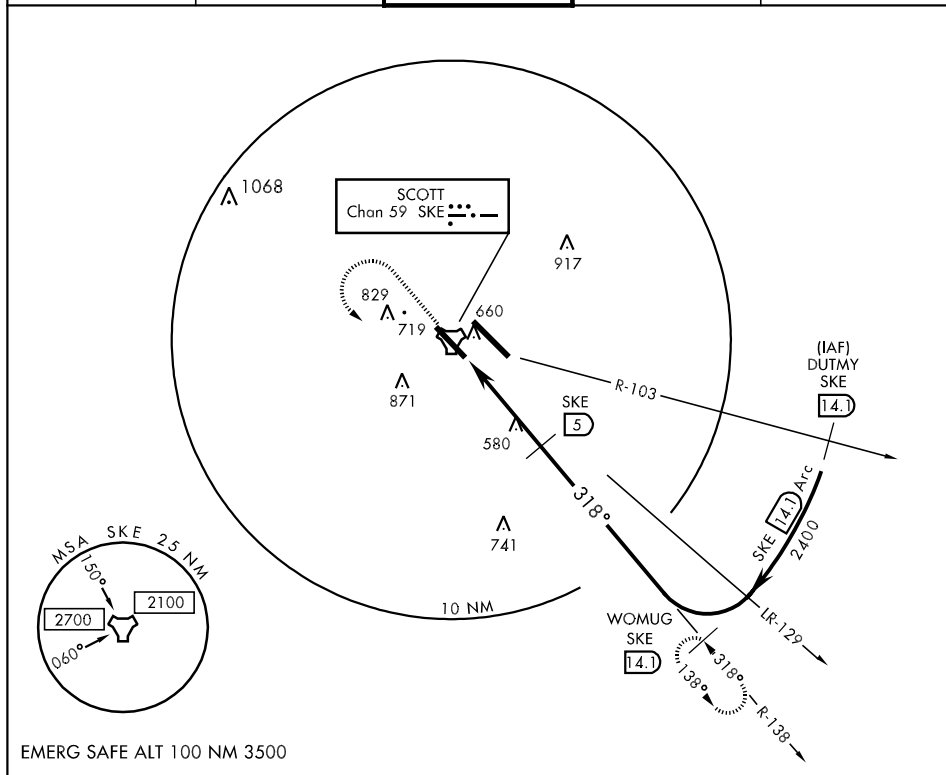
TACAN SKE Chan 59	APCH CRS 318°	Rwy Idg TDZE Arprt Elev	7801 438 459
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AL-46 [USAF]

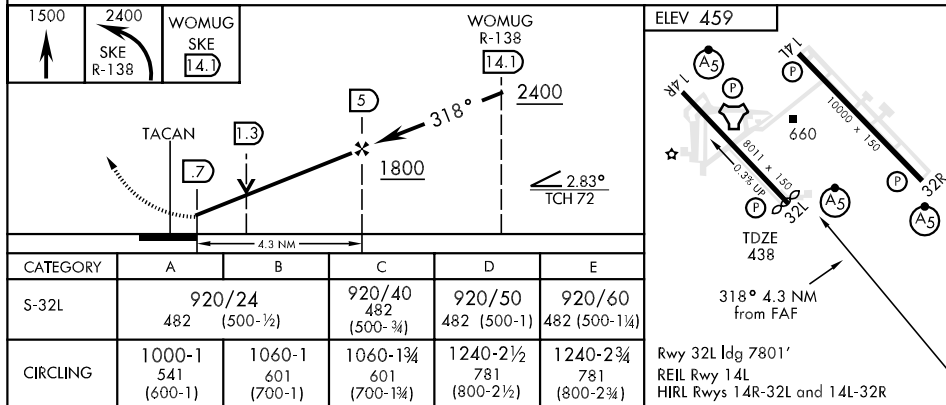
TACAN RWY 32L

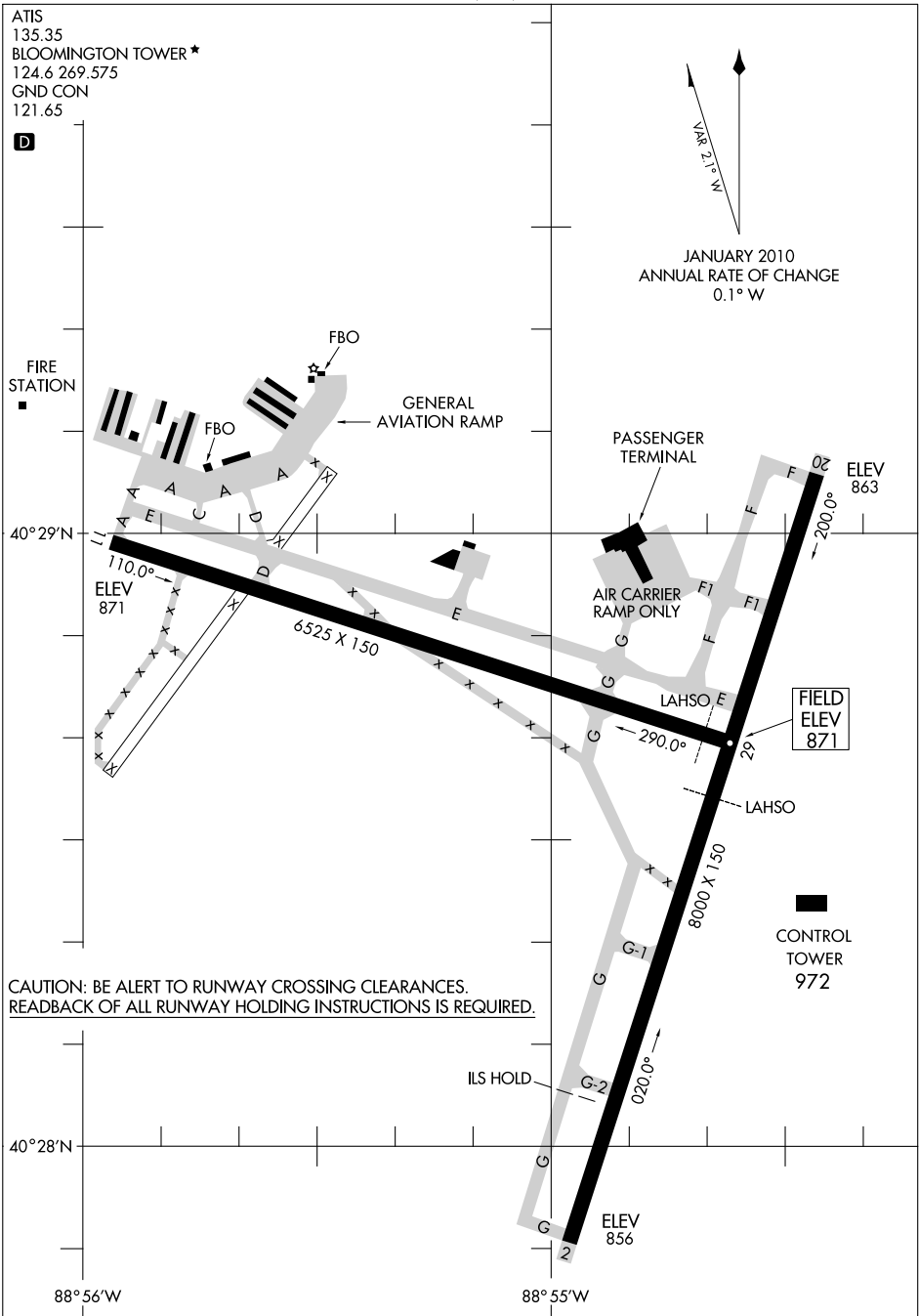
 BELLEVILLE/SCOTT AFB/MIDAMERICA (KBLV)

			MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via SKE R-138 to WOMUG INT/SKE 14.1 DME and hold.	
ATIS ★ 128.7 256.7	ST LOUIS APP CON 125.2 281.5	SCOTT TOWER 128.25 253.5	GND CON 119.2 275.8	CLNC DEL 119.875 263.025



EMERG SAFE ALT 100 NM 3500





BLOOMINGTON/NORMAL**CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON—NORMAL** (BMI) 3 E UTC-6(-5DT)**CHICAGO****H-5E, L-27C****IAP, AD**

N40°28.63' W88°54.96'

871 B S4 FUEL 100LL, JET A OX 4 Class I, ARFF Index B

NOTAM FILE BMI

RWY 02-20: H8000X150 (CONC-GRVD) S-75, D-150, 2S-175,
2D-300 HIRL CL

RWY 02: MALSR. PAPI(P4R)—GA 3.0° TCH 50'.**RWY 20:** ALSF2. TDZL. P-line.

RWY 11-29: H6525X150 (ASPH-CONC-GRVD) S-75, D-105,
2S-175, 2D-300 HIRL

RWY 11: VASI(V4R)—GA 3.0° TCH 43'.**RWY 29:** MALSR.**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 02	11-29	4600
RWY 11	02-20	6200

RUNWAY DECLARED DISTANCE INFORMATION

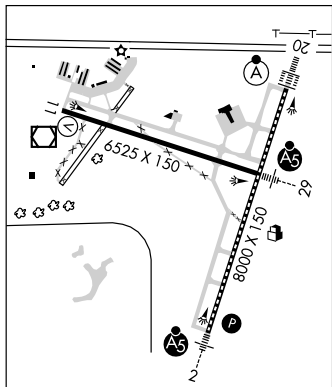
RWY 02:	TORA-8000	TODA-8000	ASDA-8000	LDA-8000
RWY 11:	TORA-6525	TODA-6525	ASDA-6525	LDA-6525
RWY 20:	TORA-8000	TODA-8000	ASDA-8000	LDA-8000
RWY 29:	TORA-6525	TODA-6525	ASDA-6525	LDA-6525

AIRPORT REMARKS: Attended 1200-0500Z±. Birds and deer on and in/ovf

arpt. Snow removal ops in progress winter months; equipment ops will be monitoring CTAF when twr closed. SE end of Rwy 29 565' conc, remaining 5960' asph. 48 hr PPR for unscheduled air carrier ops with more than 30 passengers seats call arpt manager 309-663-7383. Rwy 02 touchdown, midfield and rollout rwy visual range avbl. Rwy 20 touchdown, midfield and rollout rwy visual range avbl. Rwy 29 touchdown rwy visual range avbl. Rwy 20 ALSF2 operates as SSALR when twr clsd. Acft ldg/departing Bloomington should announce intentions on CTAF when twr clsd. ACTIVATE HIRL Rwy 11-29, HIRL Rwy 02-20, CL 02-20, TDZL Rwy 20, MALSR Rwy 02 and Rwy 29, and PAPI Rwy 02—CTAF. ALSF only avbl when twr open.

WEATHER DATA SOURCES: ASOS 135.35 (309) 661-9478. LAWRS.**COMMUNICATIONS:** CTAF 124.6 ATIS 135.35 UNICOM 122.95**BLOOMINGTON RCO** 123.6R 108.2T (KANKAKEE RADIO)**(R) PEORIA APP/DEP CON** 128.725**BLOOMINGTON TOWER** 124.6 (1200-0400Z±). **GND CON** 121.65**AIRSPACE:** CLASS D svc 1200-0400Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE BMI.**BLOOMINGTON (L) VOR/DME** 108.2 BMI Chan 19 N40°28.85' W88°55.88' at fld. 882/3E.**EGROW NDB (LOM)** 334 LH N40°33.62' W88°52.48' 201° 5.3 NM to fld.

ILS/DME 111.9 I-LHJ Chan 56. Rwy 20. **LOM EGROW NDB.** Unmonitored when twr is clsd. Category II ILS is not avbl when twr clsd.

ILS 108.3 I-BMI Rwy 29. Unmonitored when twr is clsd. **LOC BC** unusable byd 15 NM.**ILS/DME** 111.9 I-TXN Chan 56. Rwy 02. Unmonitored when twr clsd.

LOC/DME I-TXN
111.9
Chan **56**

APP CRS
018°

Rwy Idg **8000**
TDZE **867**
Apt Elev **871**

BLOOMINGTON/
NORMAL /
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

ILS or LOC/DME RWY 2

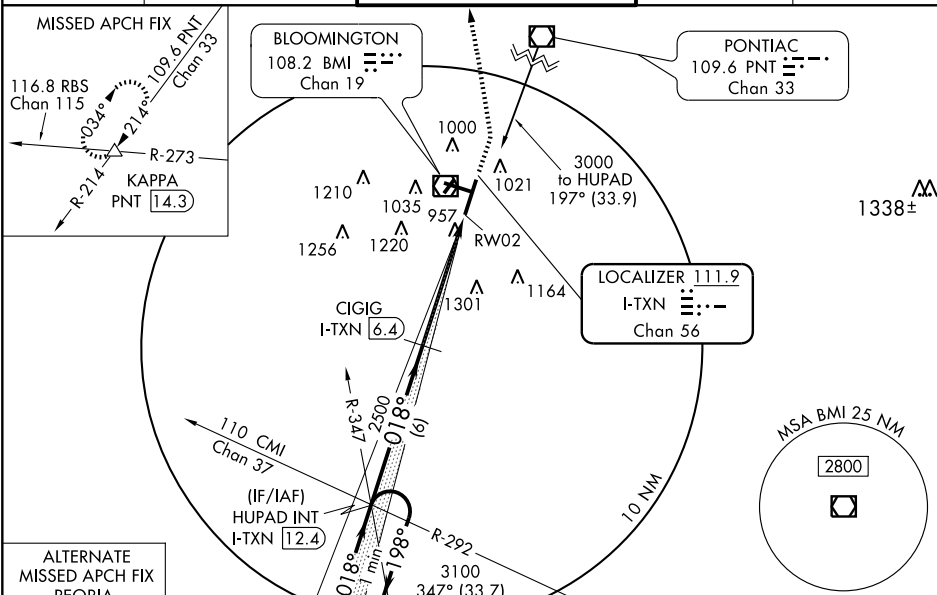
- ▼ When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA 116 feet and all MDA 120 feet, increase S-LOC Cat C and D and Circling Cat D visibility ½ mile.
- ▲ VDP NA with General Downing-Peoria Intl altimeter setting. For inoperative MALS R when using General Downing-Peoria Intl altimeter setting, increase S-ILS 2 all Cats visibility to RVR 5000.

MALS R



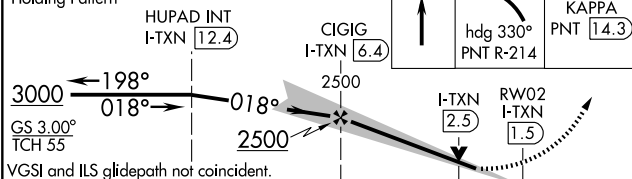
MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 via heading 330° and PNT VOR/DME R-214 to KAPPA Int/PNT 14.3 DME and hold; or as directed by ATC.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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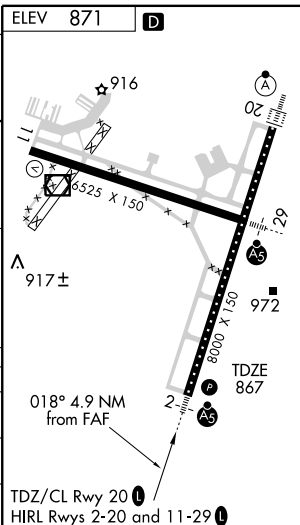


ALTERNATE
MISSED APCH FIX
PEORIA
115.2 PIA Chan 99
R-275 095° 275°

One Minute
Holding Pattern



CATEGORY	A	B	C	D
S-ILS 2	1067/24 200 (200-½)			
S-LOC 2	1260/24 393 (400-½)			1260/40 393 (400-¾)
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-1½)	1520-2 649 (700-2)



LOC/DME I-LHJ <u>111.9</u> Chan 56	APP CRS 198°	Rwy Idg 8000 TDZE 871 Apt Elev 872
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BLOOMINGTON/NORMAL / ILS or LOC RWY 20
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

ILS or LOC RWY 20

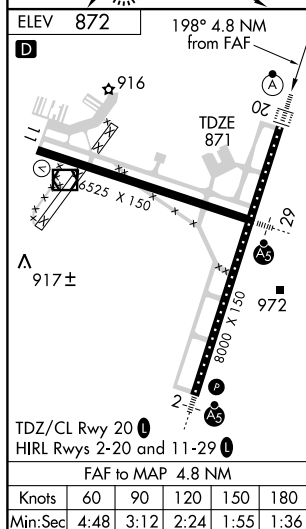
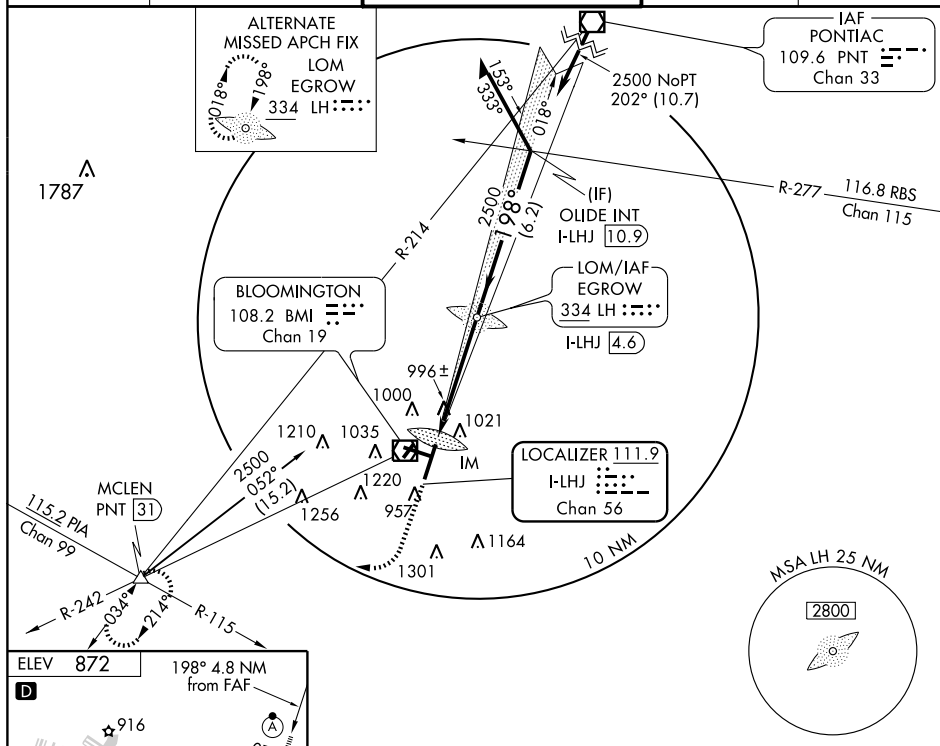
- T** If local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DAs/MDAs 120 feet.
A VDP NA when using General Downing-Peoria Intl altimeter setting.

ALSF-2



MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 270° and PNT VOR/DME R-214 to MCLEN Int/PNT 31 DME and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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1500 ↑	3000 hdg 270° PNT R-214	MCLEN △	<p>LOM 1-LHJ 4.6</p> <p>2459</p> <p>018°</p> <p>Remain within 10 NM</p> <p>2500</p> <p>198°</p> <p>2500</p> <p>GS 3.00° TCH 59</p>			
CATEGORY	A	B	C	D		
S-ILS 20	1071/18 200 (200-½)					
S-LOC 20	1260/24 389 (400-½)				1260/40 389 (400-¾)	
CIRCLING	1340-1 468 (500-1)		1340-1½ 468 (500-1½)		1520-2 648 (700-2)	

BLOOMINGTON/NORMAL, ILLINOIS

Amdt 3 10154

40°29'N - 88°55'W

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

BLOOMINGTON/NORMAL /

ILS or LOC RWY 20

LOC I-BMI	APP CRS	Rwy Idg	6525
108.3	288°	TDZE	871
		Apt Elev	871

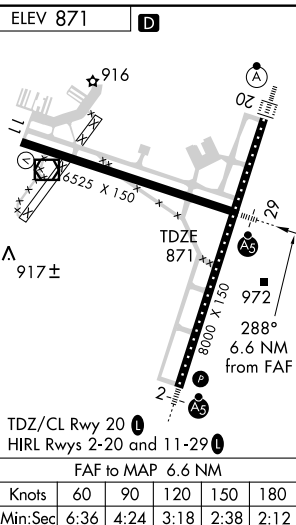
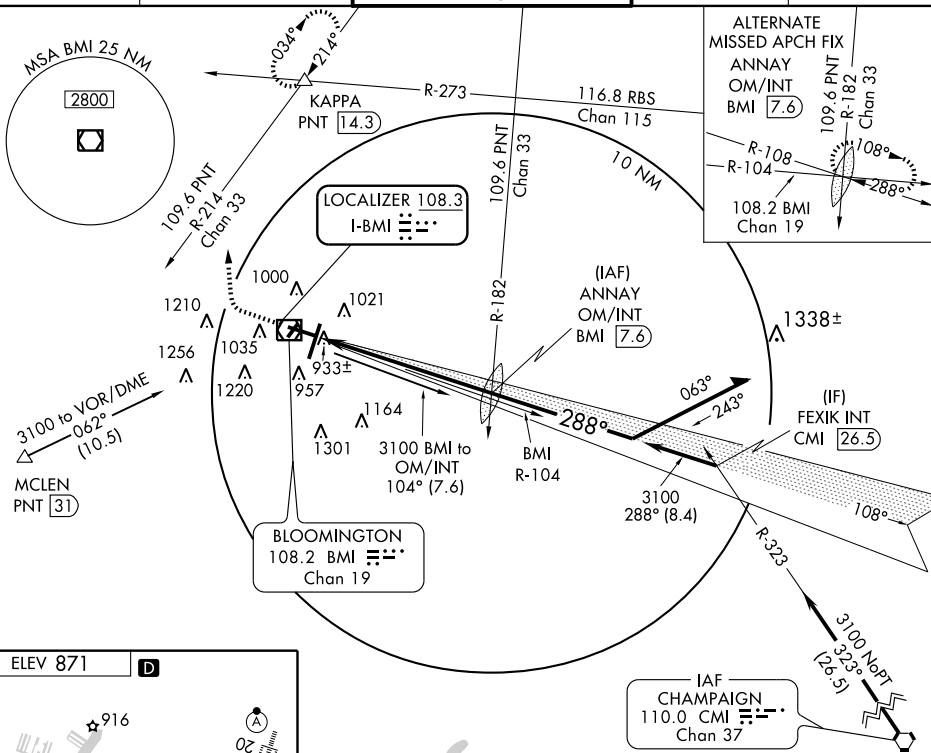
BLOOMINGTON/
NORMAL /
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)**ILS or LOC RWY 29**

⚠ When local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet. For inoperative MALSR, increase S-LOC-29 Cat. D visibility to RVR 5000.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via heading 350° and PNT R-214 to KAPPA Int/PNT 14.3 DME and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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1500	3000	KAPPA	ANNAY OM/INT BMI 7.6	Remain within 10 NM
↑	hdg 350° PNT R-214	△		
3059	3100	3100	3100	3100
6.6 NM	8.4 NM			
CATEGORY	A	B	C	D
S-ILS 29	* 1071/24 200 (200-½)			
S-LOC 29	1200/24 329 (400-½)			1200/40 329 (400-¾)
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-½)	1520-2 649 (700-2)

LOC/DME I-LHJ 111.9 Chan 56	APP CRS 198°	Rwy Idg TDZE 871 Apt Elev 872
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BLOOMINGTON/NORMAL /
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)**ILS RWY 20 (CAT II)**

▼ If local altimeter setting not received, use
▲ General Downing-Peoria Intl altimeter setting
and increase all DAs/MDAs 120 feet.

ALSf-2



MISSED APPROACH: Climb to 1500, then climbing
right turn to 3000 via heading 270° and PNT
VOR/DME R-214 to MCLEN Int/PNT 31 DME and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 269.575	GND CON 121.65	UNICOM 122.95
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ALTERNATE
MISSED APCH FIX
LOM
EGROW
334 LH ::::

IAF
PONTIAC
109.6 PNT
Chan 33

▲
1787

BLOOMINGTON
108.2 BMI
Chan 19

(IF)
OLIDE INT
I-LHJ **10.9**
LOM/IAF
EGROW
334 LH ::::
I-LHJ **4.6**

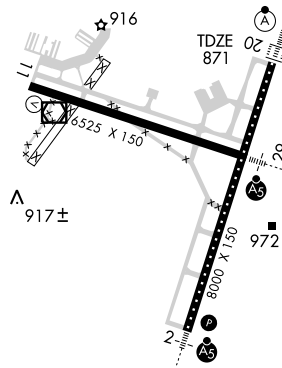
LOCALIZER **111.9**
I-LHJ
Chan 56

R-277 116.8 RBS
Chan 115

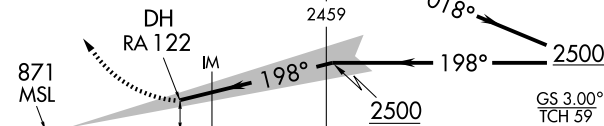
MCLEN
PNT **31**
115.2 PIA
Chan 99
R-242 034°
R-115 214°

ELEV 872

D



1500
3000
MCLEN
↑
hdg 270°
PNT R-214

Remain
within 10 NM

CATEGORY	A	B	C	D
S-ILS-20	RA 122/12	100	DA 971	

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOC I-BMI 108.3	APP CRS 108°	Rwy Idg TDZE Apt Elev	6525 871 871
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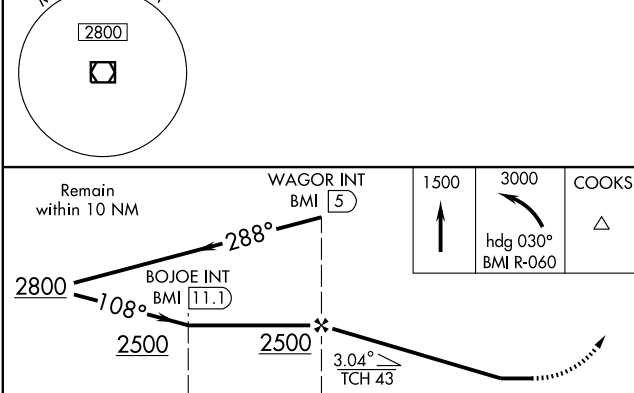
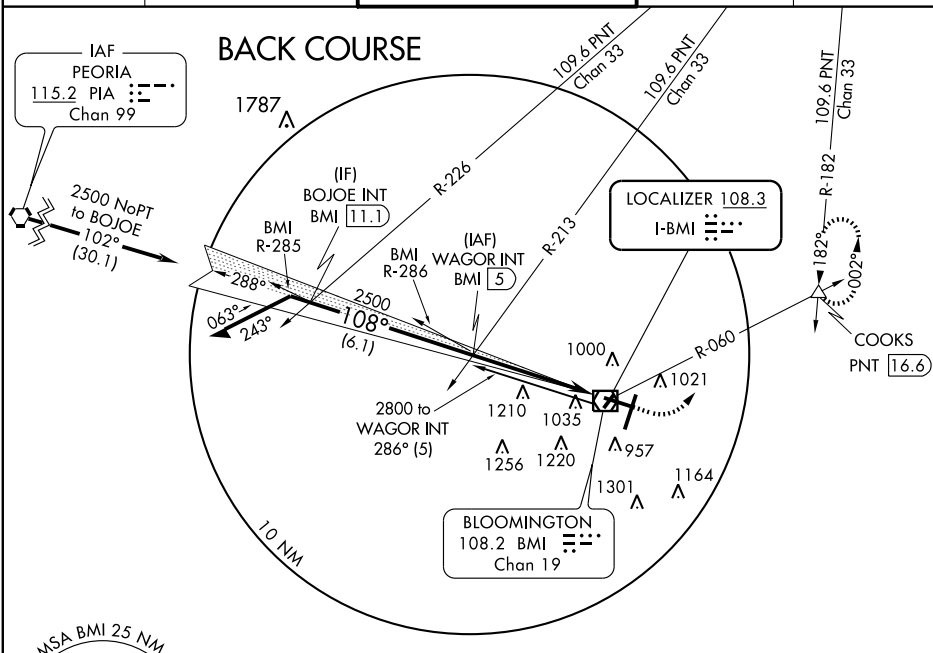
BLOOMINGTON/NORMAL /
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

LOC BC RWY 11

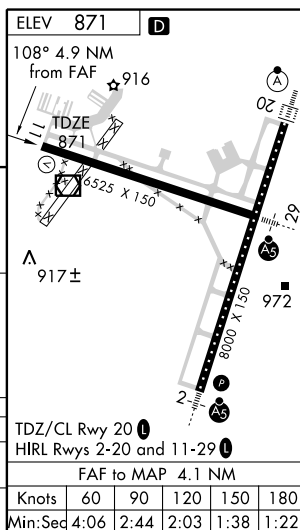
- ▼ When local altimeter setting not received, use Logan
▲ County altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 030° and BMI VOR/DME R-060 to COOKS Int/PNT 16.6 DME and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
S-11	1200-1 329 (400-1)			
CIRCLING	1340-1 469 (500-1)	1340-1½ 469 (500-1½)	1520-2 649 (700-2)	



WAAS CH 56303 W02A	APP CRS 018°	Rwy Idg TDZE Apt Elev	8000 867 872
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BLOOMINGTON/
NORMAL /
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

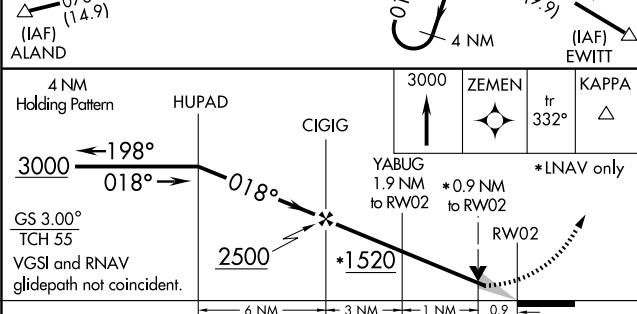
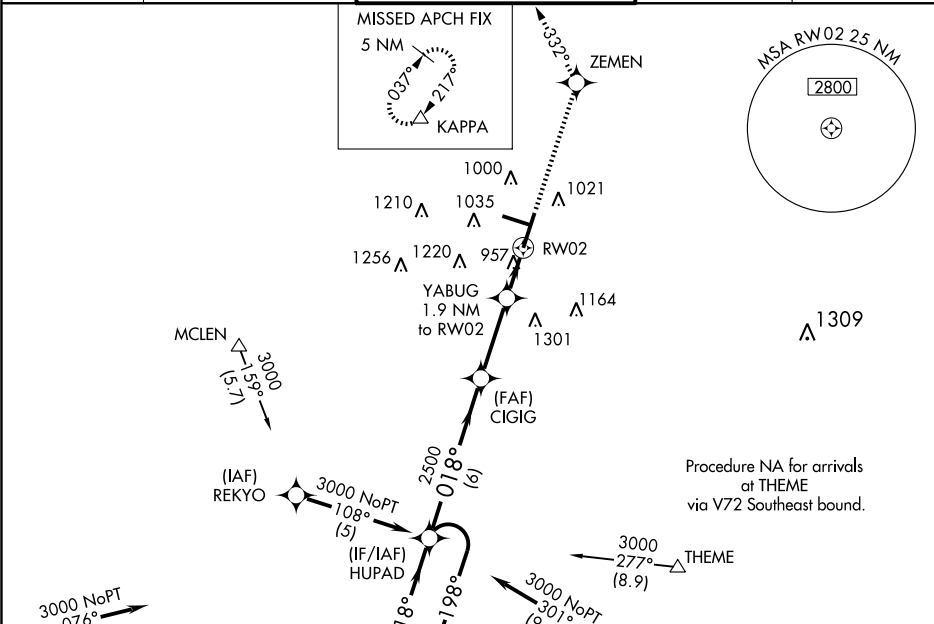
RNAV (GPS) RWY 2

When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA/MDA 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using General Downing-Peoria Intl altimeter setting.

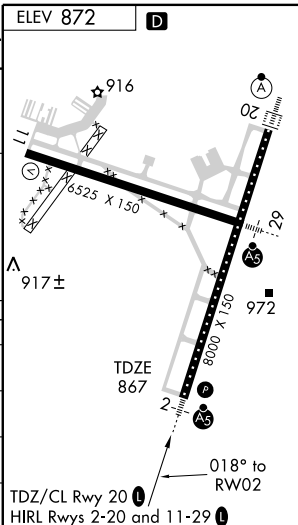


MISSED APPROACH: Climb to 3000 direct ZEMEN and on track 332° to KAPPA and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1214-1¼	347 (400-1¼)		
LNAV/VNAV DA	1251-1¼	384 (400-1¼)		
LNAV MDA	1220-1	353 (400-1)	1220-1¼ 353 (400-1¼)	
CIRCLING	1340-1	468 (500-1)	1340-1½ 468 (500-1½)	1520-2 648 (700-2)



WAAS CH 97617 W11A	APP CRS 108°	Rwy Idg 6525 TDZE 871 Apt Elev 871
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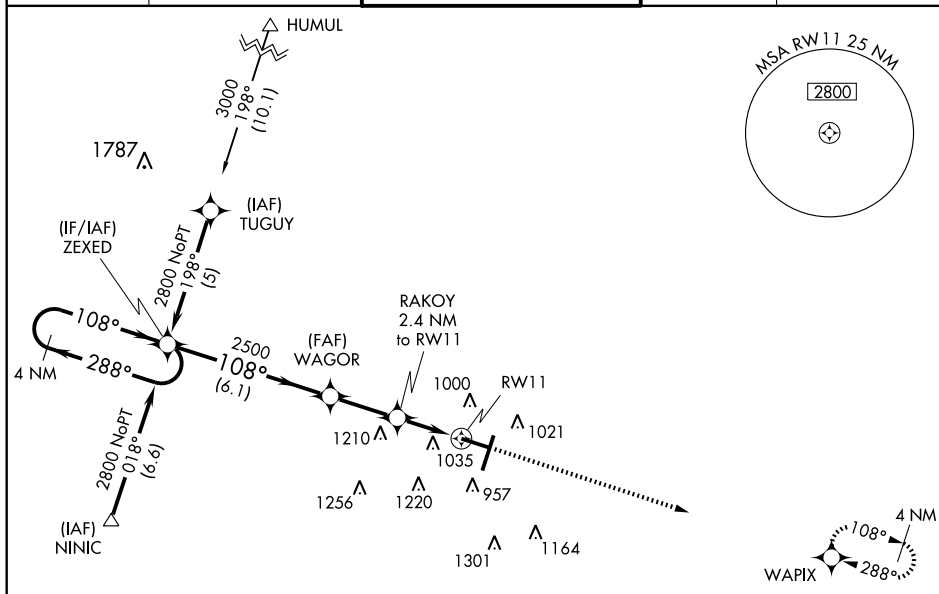
BLOOMINGTON/
NORMAL /
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

RNAV (GPS) RWY 11

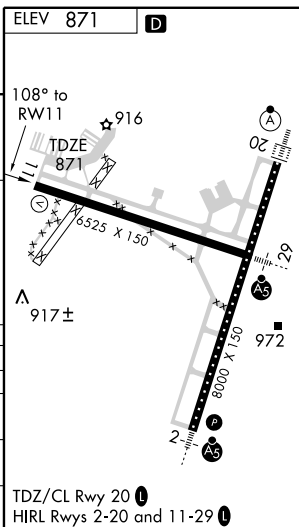
▼ Baro-VNAV NA when using Peoria altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
▲ VDP NA with Peoria altimeter setting. When local altimeter setting not received, use Peoria altimeter setting and increase all DA 116 feet and all MDA 120 feet; increase LPV visibility all Cats ½ mile, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile; LNAV Cat D and Circling Cat D visibility ½ mile.

MISSED APPROACH:
Climb to 3100 direct
WAPIX and hold.

ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 0 269.575	GND CON 121.65	UNICOM 122.95
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4 NM Holding Pattern ZEXED		3100 WAPIX	
2800 ← 288° 108° →		WAGOR 2500	
GS 3.00° TCH 43		RAKOY 2.4 NM to RW11	
2500		*1.2 NM to RW11	
6.1 NM		*1680	
2.5 NM		*LNAV only	
1.2 NM		RW11	
1.2 NM			
CATEGORY	A	B	C
LPV DA	1121-3¼ 250 (300-¾)		
LNAV/VNAV DA	1341-1¾ 470 (500-1¾)		
LNAV MDA	1280-1	409 (500-1)	1280-1¼ 409 (500-1¼)
CIRCLING	1340-1	469 (500-1)	1340-1½ 469 (500-1½) 1520-2 649 (700-2)
BLOOMINGTON/NORMAL, ILLINOIS		CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)	
Amdt 1 03JUN10		BLOOMINGTON/NORMAL /	
40°29'N - 88°55'W		RNAV (GPS) RWY 11	



WAAS CH 99303 W20A	APP CRS 198°	Rwy Idg 8000 TDZE 871 Apt Elev 871
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BLOOMINGTON/
NORMAL /
CENTRAL IL RGN

RNAV (GPS) RWY 20
AT BLOOMINGTON-NORMAL (BMI)

▼ Baro-VNAV NA when using General Downing-Peoria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using General Downing-Peoria Intl altimeter setting. When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA 116 feet and all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, and LNAV/VNAV all Cats., LNAV Cat C and Circling Cat D visibility ½ mile. For nonoperative ALSF increase LNAV Cat D visibility to RVR 6000. For nonoperative ALSF when using General Downing-Peoria Intl altimeter setting increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

ALSF-2

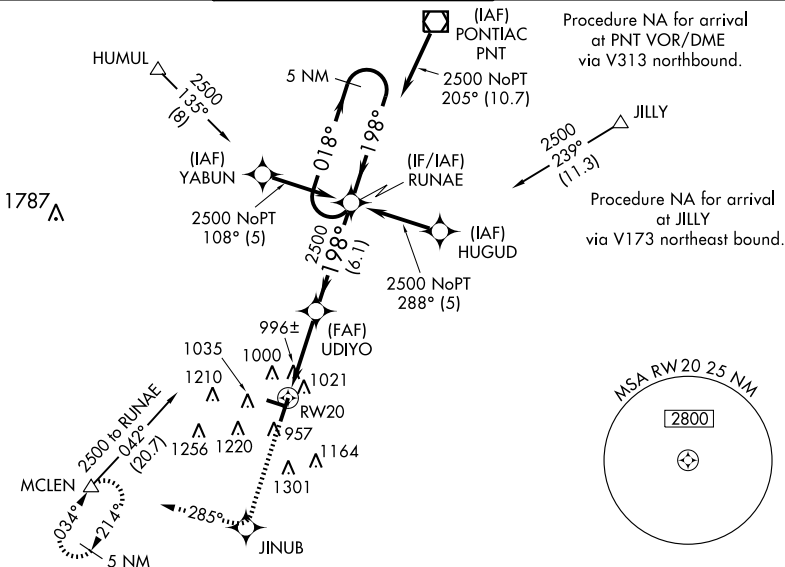
MISSED APPROACH:
Climb to 3000 direct
JINUB and via 285°
track to MCLEN
and hold.

ATIS
135.35

PEORIA APP CON
128.725 256.9

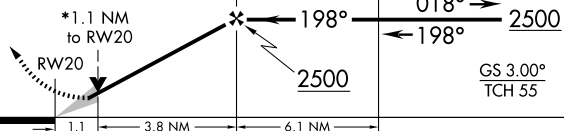
BLOOMINGTON TOWER ★
124.6 (CTAF) **L** 269.575

GND CON
121.65

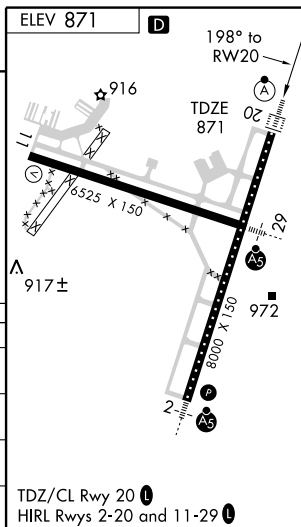
UNICOM
122.95

3000	JINUB	tr 285°	MCLCN \triangle
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* LNAV only



CATEGORY	A	B	C	D
LPV DA	1121/24 250 (300-½)			
LNAV/ VNAV DA	1301/50 430 (500-1)			
LNAV MDA	1260/24 389 (400-½)			1260/50 389 (400-1)
CIRCLING	1340-1 469 (500-1)		1340-1½ 469 (500-1½)	1520-2 649 (700-2)



BLOOMINGTON/NORMAL, ILLINOIS

Amdt 1 10154

40°29'N - 88°55'W

CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMI)

BLOOMINGTON/NORMAL /

RNAV (GPS) RWY 20

WAAS CH 60909 W29A	APP CRS 288°	Rwy Idg 6525 TDZE 871 Apt Elev 871
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BLOOMINGTON/
NORMAL /
CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL (BMT)

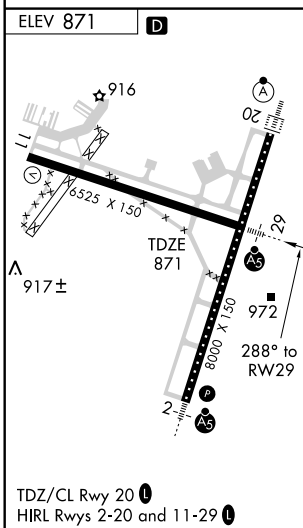
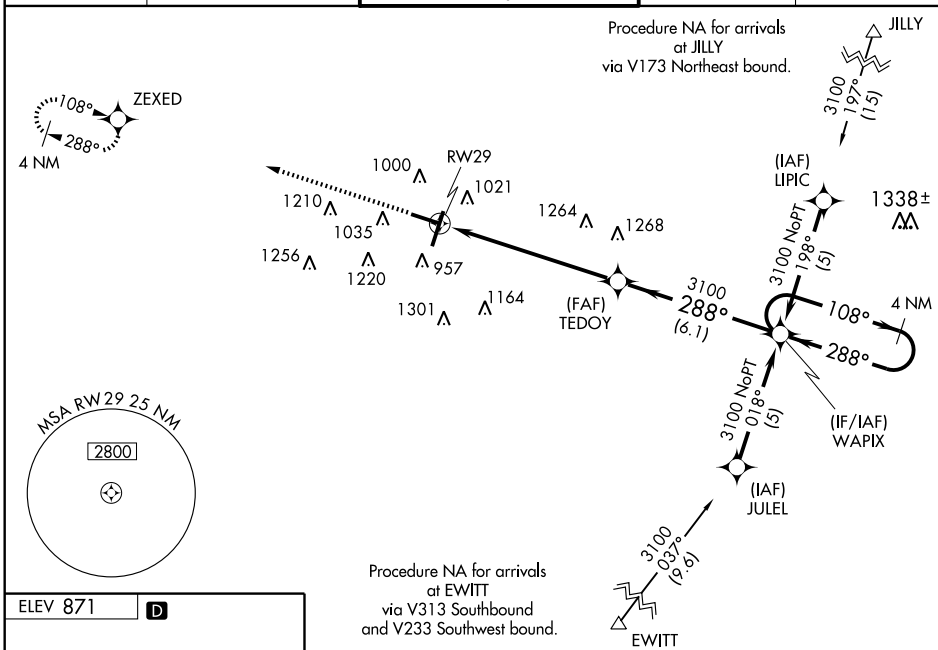
RNAV (GPS) RWY 29

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all DA 116 feet and all MDA 120 feet, increase LPV all Cats. visibility ¼ mile, LNAV/VNAV all Cats., LNAV Cats. C and D and Circling Cats. C and D visibility ½ mile. Baro-VNAV and VDP NA when using General Downing-Peoria Intl altimeter setting. For inoperative MALSR when using General Downing-Peoria Intl altimeter setting increase LPV visibility, all Cats, to RVR 5000. DME/DME RNP-0.3 NA.



MISSED APPROACH:
Climb to 2500 direct
ZEXED and hold.

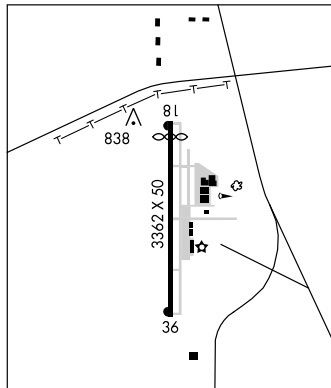
ATIS 135.35	PEORIA APP CON 128.725 256.9	BLOOMINGTON TOWER ★ 124.6 (CTAF) 269.575	GND CON 121.65	UNICOM 122.95
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ELEV 871	D	2500	ZEXED	4 NM Holding Pattern
*LNAV only				
CATEGORY	A	B	C	D
LPV DA	1121/24 250 (300-½)			
LNAV/VNAV DA	1304/50 433 (500-1)			
LNAV MDA	1460/24	589 (600-½)	1460/50 589 (600-1)	1460/60 589 (600-1½)
CIRCLING	1460-1	589 (600-1)	1460-1½ 589 (600-½)	1520-2 649 (700-2)

BOLINGBROOK**BOLINGBROOK'S CLOW INTL** (1C5) 0 NW UTC-6(-5DT) N41°41.76' W88°07.75'

670 B S4 FUEL 100LL, JET A TPA-1500(830) NOTAM FILE IKK

RWY 18-36: H3362X50 (ASPH) LIRL (NSTD) 0.5% up N.**RWY 18:** Thld displcd 190'. Tree. **RWY 36:** Building.**AIRPORT REMARKS:** Attended 1300-0000Z±. Rwy 18-36 NSTD LIRL, spacing and ints varies. Twy only 20' wide. Large acft consider back-taxi.**COMMUNICATIONS:** CTAF 122.9**Ⓡ CHICAGO APP/DEP CON 119.35****RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**JOLIET (H) VORTAC 112.3** JOT Chan 70 N41°32.78'
W88°19.10' 041° 12.4 NM to fld. 592/2E.**CHICAGO**
COPTER
L-28H, A
IAP**BRADFORD** N41°09.58' W89°35.27' NOTAM FILE IKK.**(H) VORTAC 114.7** BDF Chan 94 133° 12.4 NM to Marshall Co. 810/OE.

VOR portion unusable 189°-199° blo 3500' and between 25 and 35 NM.

RCO 123.6 122.05R 114.7T (KANKAKEE RADIO).**CHICAGO**
H-5D, L-27C**BRESSON** (See COMPTON)**BULT FIELD** (See MONEE)**CABBI** N37°52.21' W89°14.28' NOTAM FILE MDH.**NDB (LOM) 388** MD 185° 5.6 NM to Southern Illinois. Unmonitored when twr clsd.**ST LOUIS**

APP CRS	Rwy ldg	N/A
356°	TDZE	N/A
	Apt Elev	670

RNAV (GPS)-B

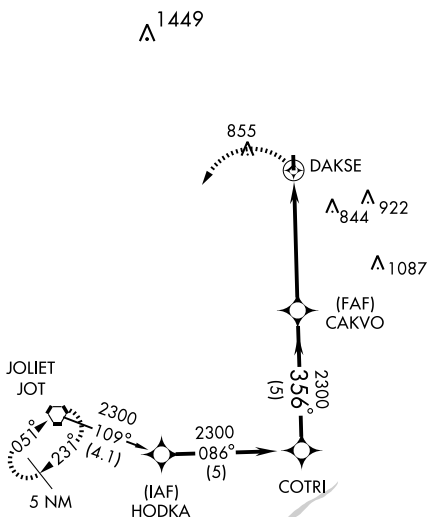
BOLINGBROOK'S CLOW INTL (1C5)

▼
▲ NA
Use Chicago/Romeoville altimeter setting.

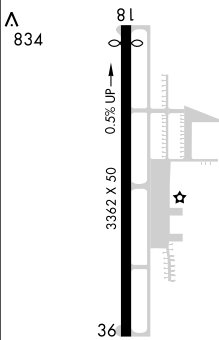
MISSED APPROACH: Climbing left turn to 2300 direct JOT VORTAC and hold.

CHICAGO APP CON
119.35 388.0

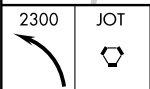
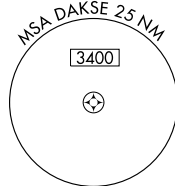
CTAF
122.9



ELEV 670 Rwy 18 ldg 3172'



LIRL Rwy 18-36



	CAKVO	COTRI	
	2300	2300	356°
	DAKSE		Procedure Turn NA
	5 NM	5 NM	
CATEGORY	A	B	C
CIRCLING	1220-1	550 (600-1)	NA

VORTAC JOT 112.3 Chan 70	APP CRS 042°	Rwy ldg TDZE Apt Elev	N/A N/A 670
--	------------------------	-----------------------------	--

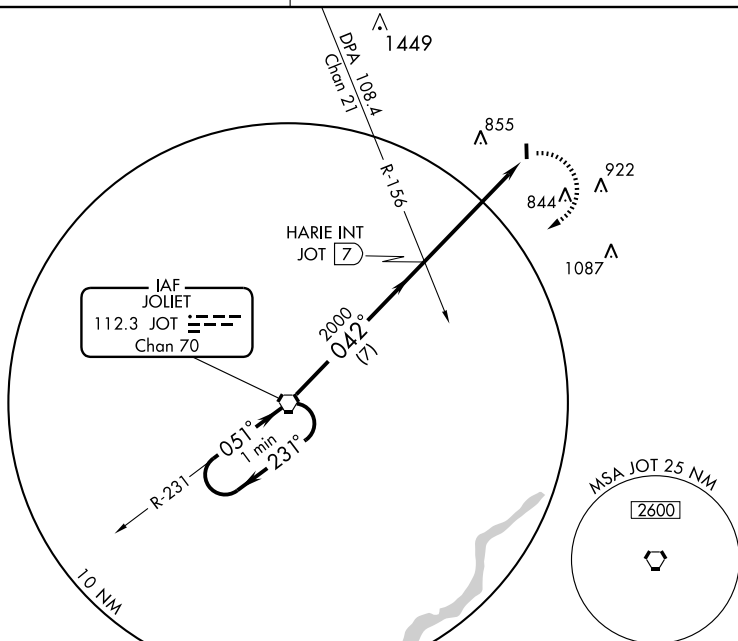
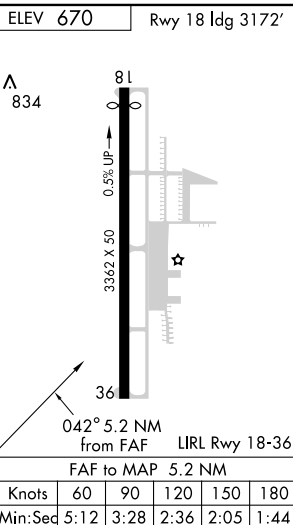
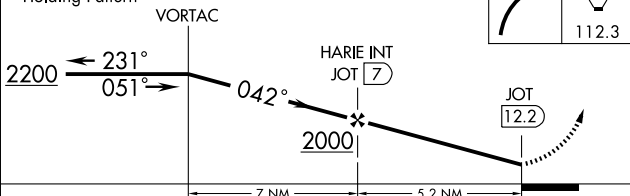
VOR-A

BOLINGBROOK'S CLOW INTL (1C5)



Use Lewis University altimeter setting.

MISSED APPROACH: Climbing right turn to 2200 direct JOT VORTAC and hold.

CHICAGO APP CON
119.35 388.0CTAF
122.9NoPT for arrivals on JOT VORTAC
Airway Radials 171 CW 261.One Minute
Holding Pattern

CATEGORY	A	B	C	D
CIRCLING	1220-1	550 (600-1)	NA	NA

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

AIRPORT DIAGRAM

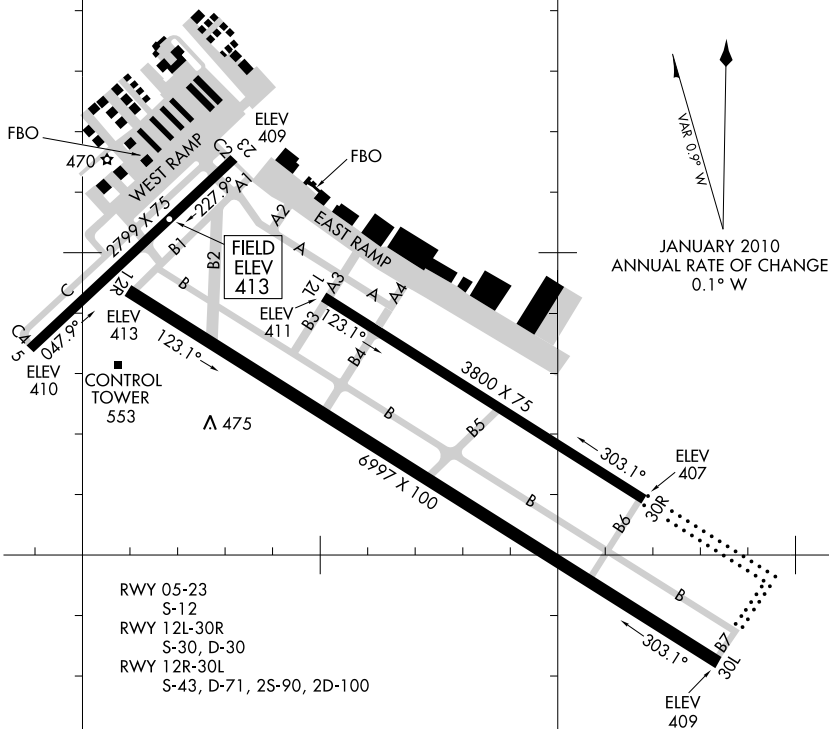
AL-5316 (FAA)

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ ST. LOUIS, ILLINOIS

ATIS
121.45
DOWNTOWN TOWER ★
119.925 379.3
GND CON
121.8
CLNC DEL
118.275



38°35'N



38°34'N

90°10'W

90°09'W

AIRPORT DIAGRAM

CAHOKIA/ ST. LOUIS, ILLINOIS
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

ST LOUIS (CAHOKIA, IL)**ST LOUIS DOWNTOWN** (CPS) 1 E UTC-6(-5DT) N38°34.24' W90°09.37'**ST LOUIS**

413 B S4 FUEL 100LL, JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE STL H-5D, L-27C, A

RWY 12R-30L: H6997X100 (ASPH) S-43, D-71, 2S-90, 2D-100 MIRL IAP

RWY 12R: REIL. Tree.

RWY 30L: MALS. VASI(V4L)—GA 3.0° TCH 50'. Pole.

RWY 12L-30R: H3800X75 (CNS) S-30, D-30 MIRL

RWY 12L: REIL. Tree. RWY 30R: REIL. Tree.

RWY 05-23: H2799X75 (ASPH) S-12 MIRL

RWY 05: Tree. RWY 23: Tower.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

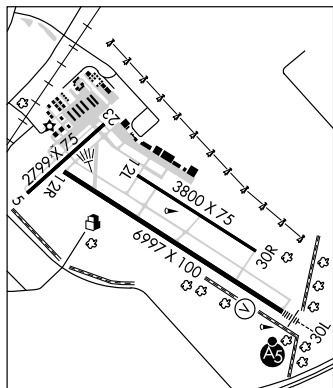
RWY 12L: TORA-3800 TODA-3800 ASDA-3800 LDA-3800

RWY 12R: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 23: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

RWY 30L: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 30R: TORA-3800 TODA-3800 ASDA-3800 LDA-3800



AIRPORT REMARKS: Attended continuously. Deer and migratory waterfowl on and in/ovf arpt. Be alert: intensive student training, helicopter operations, and frequent blimp operations. Class IV, ARFF Index A. ARFF avbl Mon-Fri 1300-0200Z±. other times by request 618-337-6060. Unscheduled air carrier ops greater than 30 passenger seats require 12 hr prior permission. Mon-Fri (1400-2230Z±) ctc 618-337-6060. After hrs ctc 618-646-8263. Index B ARFF protection provided. Rwy 05-23 not avbl for air carrier ops except taxi ops. Rwy 12L-30R not avbl for air carrier ops except taxi ops. During daylight hours and when twr closed right t/c Rwy 12R and Rwy 30R. MIRL Rwy 12R-30L preset on med ints when tower clsd, MIRL 12L-30R not avbl when tower clsd. ACTIVATE MALS. Rwy 30L when tower clsd—CTAF. Rwy 12R-30L lgtS OTS except med ints.

WEATHER DATA SOURCES: ASOS (618) 332-0001. LAWSRS.**COMMUNICATIONS:** CTAF 119.925 ATIS 121.45 UNICOM 122.95⑦ **ST LOUIS APP/DEP CON** 123.7 **CLNC DEL** 118.275 (121.8 when twr clsd)**DOWNTOWN TOWER** 119.925 (1230-0400Z±) **GND CON** 121.8**AIRSPACE:** CLASS D svc 1230-0400Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.**TROY (L) VORTAC** 116.0 TOY Chan 107 N38°44.35' W89°55.12' 224° 15.1 NM to fld. 570/4E.**ACORE NDB (LOM)** 350 CP N38°31.19' W90°03.57' 304° 5.5 NM to fld.**ILS** 109.1 I-CPS Rwy 30L. Class IA. LOM ACORE NDB. LOC and OM unmonitored when twr clsd.

LOC unusable from 0.2 NM inbound and byd 14° right of course.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.**ST. LOUIS DOWNTOWN HELIPORT** (M07) 0 N UTC-6(-5DT) N38°37.52' W90°10.98'**ST. LOUIS**

387 NOTAM FILE STL

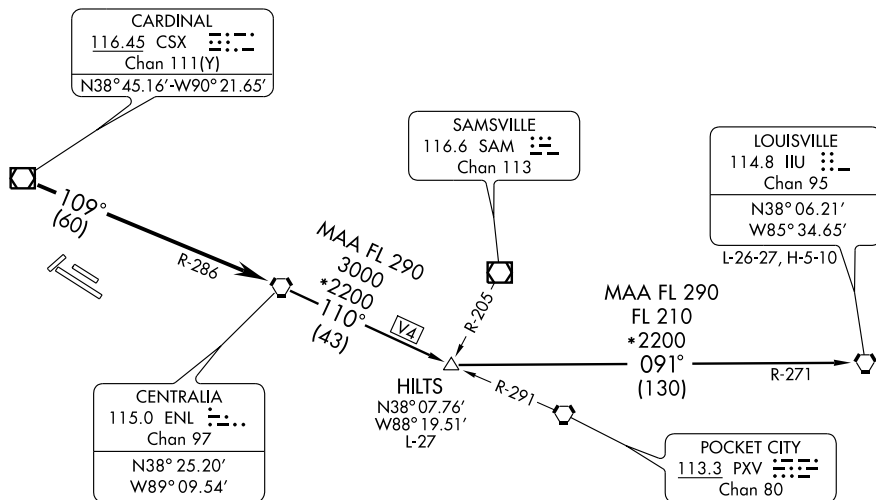
HELIPAD H1: H37X37 (MATS)

HELIPORT REMARKS: Attended 1500-0100Z±. Svc for acft after hrs avbl for fee, ctc heliport manager. Daylight operations only, night operations not recommended. Call heliport manager before arriving for landing availability due to heavy concentration of air taxi operations. Landing from the south and east are recommended. River barge platform measures approximately 175' by 54'.

COMMUNICATIONS: UNICOM 122.8

BLUES TWO DEPARTURE

ATIS
121.45
CLNC DEL
118.275
GND CON
121.8
DOWNTOWN TOWER ★
119.925 (CTAF) 379.3
ST LOUIS DEP CON
123.7 371.875



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned) route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

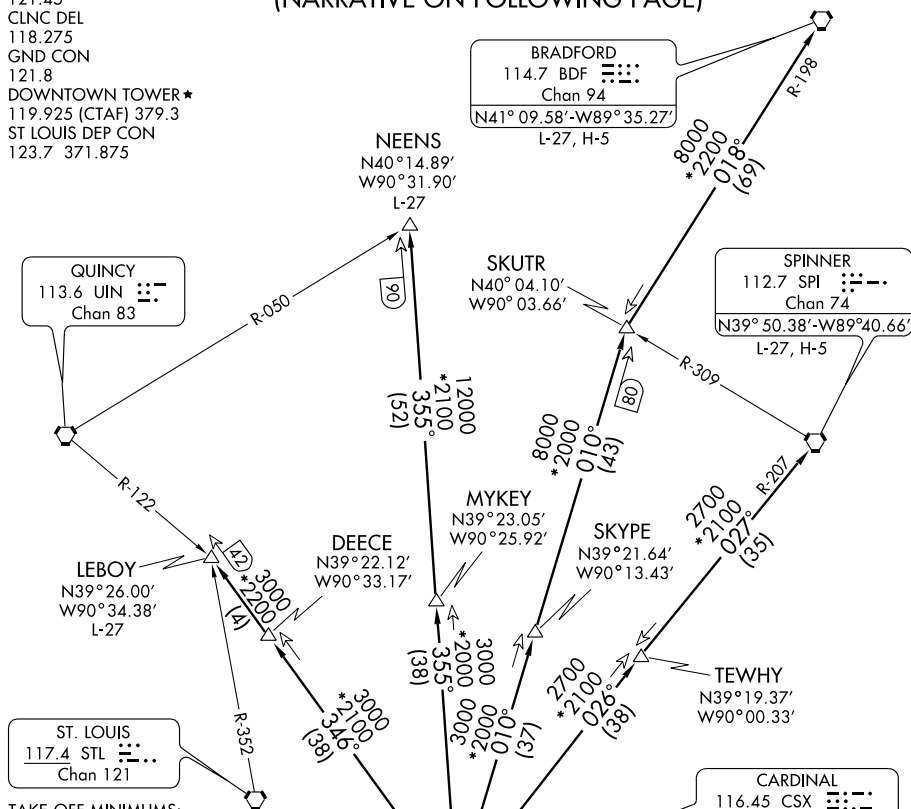
BLUES TWO DEPARTURE

CARDS SEVEN DEPARTURE

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS

(NARRATIVE ON FOLLOWING PAGE)

ATIS
121.45
CLNC DEL
118.275
GND CON
121.8
DOWNTOWN TOWER ★
119.925 (CTAF) 379.3
ST LOUIS DEP CON
123.7 371.875

TAKE-OFF MINIMUMS:

Rwy 5: 200-1¼ or standard with minimum climb of 343 feet per NM to 800.
Rwys 12L, 12R, 23, 30R: STANDARD.
Rwy 30L: 400-2½ or standard with minimum climb of 220 feet per NM to 900.

TAKE-OFF OBSTACLE NOTES:

Rwy 5: Antenna 476' from DER, 326' right of centerline, 37' AGL/448' MSL.
Pole 630' from DER, 540' right of centerline, 62' AGL/473' MSL.
Multiple Towers beginning 1649' from DER, 19' left of centerline, up to 76' AGL/487' MSL.

Rwy 12L: Tree 1633' from DER, 144 feet left of centerline, 44' AGL/453' MSL.

Rwy 12R: Tree 2279' from DER, 927' right of centerline, 77' AGL/486' MSL.
Tree 3823' from DER, 20' left of centerline, 92' AGL/509' MSL.

Rwy 23: Pole 763' from DER, 182' right of centerline, 44' AGL/ 453' MSL.
Multiple Trees beginning 812' from DER, 4' right of centerline, up to 81' AGL/492' MSL.

Rwy 30L: Multiple Trees beginning 889' from DER, 516' right of centerline, up to 114' AGL/521' MSL.

NOTE: DME and RADAR REQUIRED.

NOTE: Chart not to scale.

CARDS SEVEN DEPARTURE

(CARDS7.STL) 09015

CAHOKIA/ST. LOUIS, ILLINOIS
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

CARDS SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWYS 12L, 12R: Climb via heading 122° to 1000 before turning left, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWY 23: Climb via heading 227° to 2000 before turning right, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKE-OFF RWYS 30L, 30R: Climb via heading 302° to 1700 before turning, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 to TEWHY INT, then via SPI R-207 to SPI VORTAC.

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

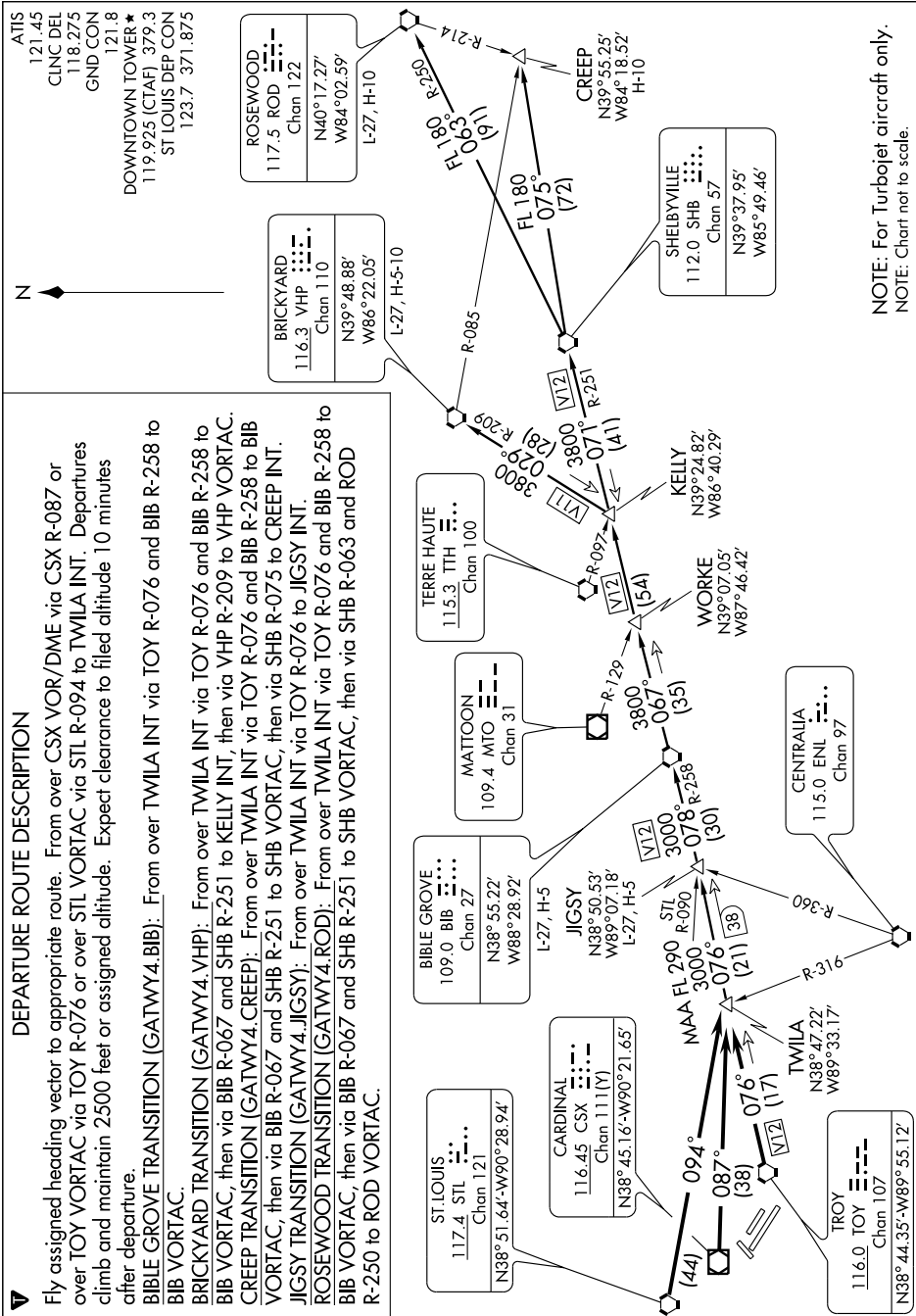
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

BIB GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION [GATWY4.VHP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC. CREEP TRANSITION [GATWY4.CREEP]: From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT. JIGSY TRANSITION [GATWY4.JIGSY]: From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

APP CRS 302°	Rwy Idg TDZE Apt Elev	6997 412 413
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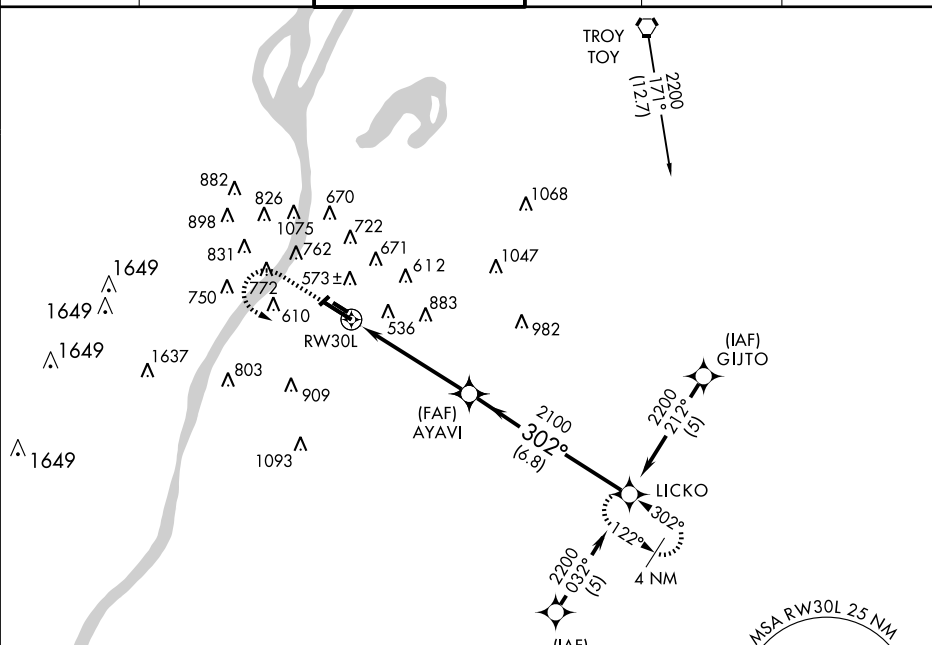
GPS RWY 30L

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

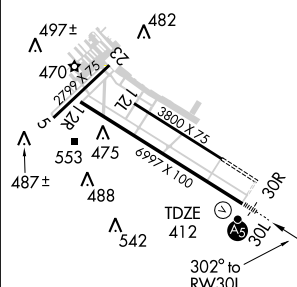


MISSED APPROACH: Climb to 1400 then climbing left turn to 2200 direct LICKO WP and hold.

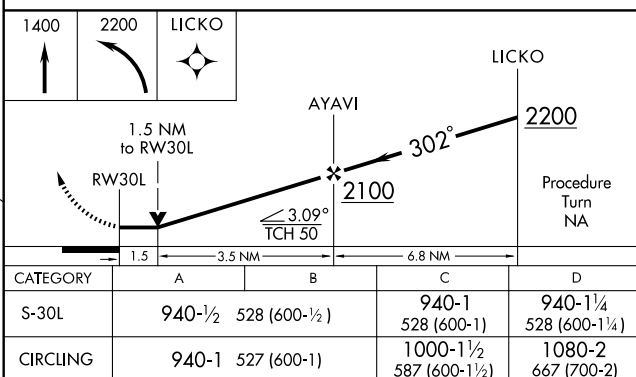
ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER ★ 119.925 (CTAF) 0 379.3	GND CON 121.8	CLNC DEL 118,275	UNICOM 122.95
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ELEV	413
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REIL Rwys 12R, 12L and 30R
MIRL Rwys 5-23, 12R-30L, 12L-30R



CAHOKIA/ST LOUIS, ILLINOIS
Orig 10266

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

GPS RWY 30L

38°34'N-90°09'W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

LOC I-CPS 109.1	APP CRS 302°	Rwy Idg TDZE Apt Elev	6997 412 413
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ILS or LOC RWY 30L

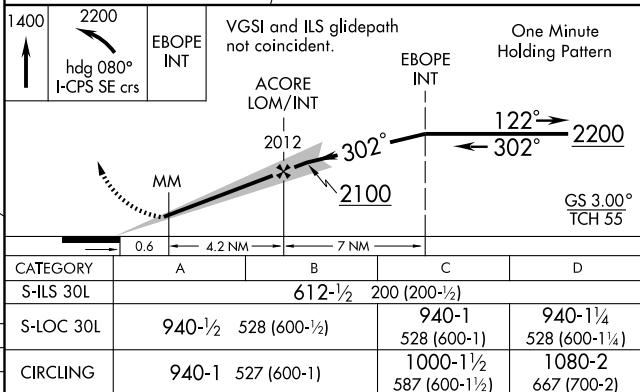
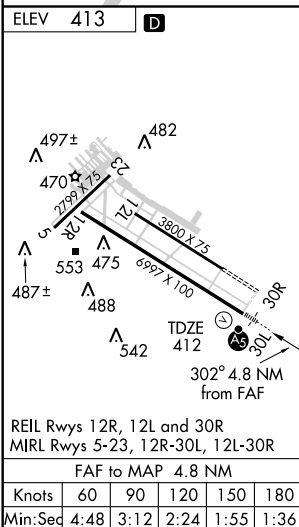
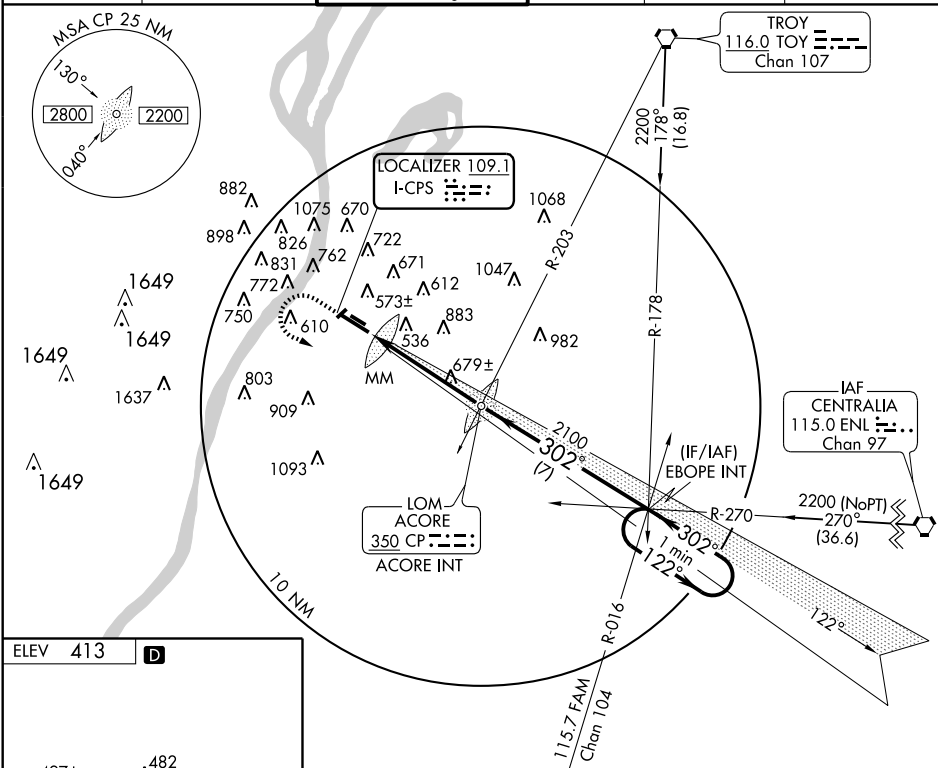
CAHOKIA/ST. LOUIS DOWNTOWN (CPS)

When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting; increase DA to 674, increase all MDAs 80 feet, S-LOC 30L and circling visibility Cat. C/D ¼ mile. For inoperative MALSR increase Lambert-St Louis Intl altimeter setting S-ILS visibility ½ mile.

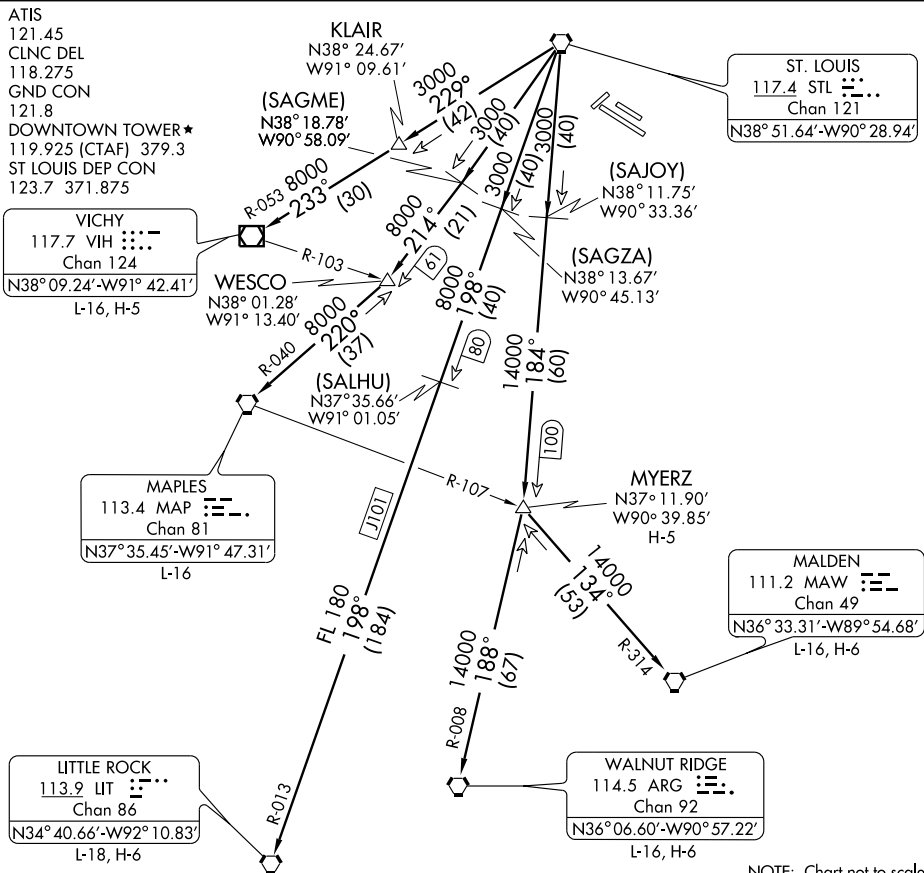


MISSED APPROACH: Climb to 1400 then climbing left turn to 2200 via heading 080° and via I-CPS SE course to EBOPE Int and hold.

ATIS 121.45	ST LOUIS APP CON 123.7 371.875	DOWNTOWN TOWER ★ 119.925 (CTAF) 0 379.3	GND CON 121.8	CLNC DEL 118.275	UNICOM 122.95
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LINDBERGH TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

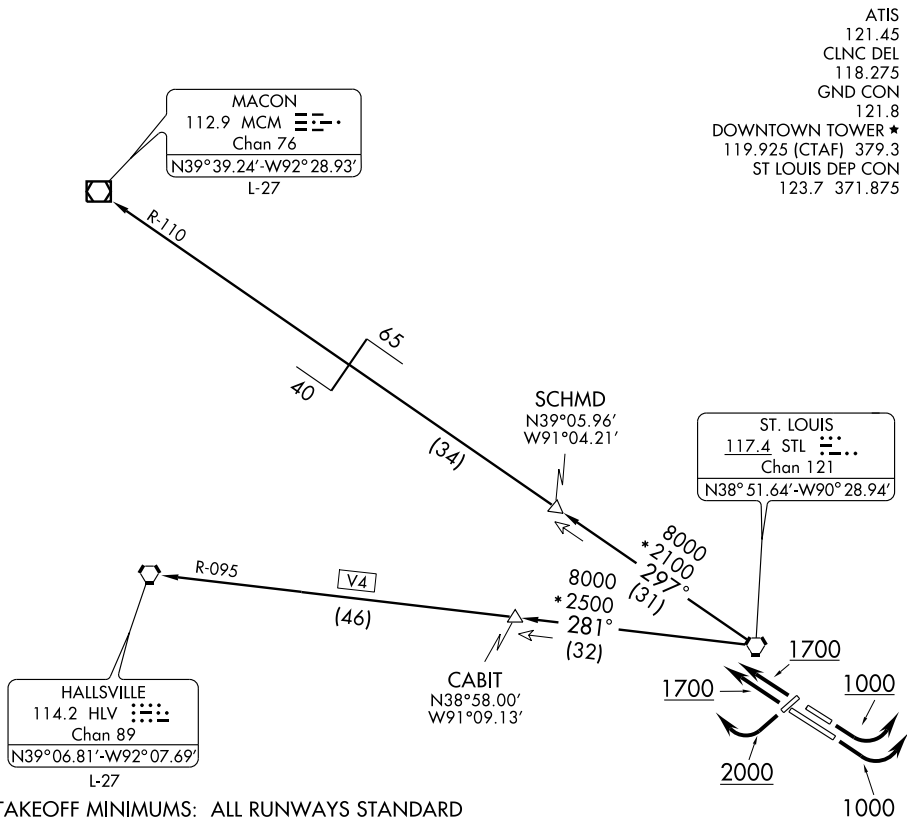
LINDBERGH TWO DEPARTURE

(LINDY2.STL) 09015

CAHOKIA/ST. LOUIS, ILLINOIS

CAHOKIA/ST. LOUIS DOWNTOWN (CPS)

OZARK THREE DEPARTURE



TAKEOFF MINIMUMS: ALL RUNWAYS STANDARD

NOTE: Rwy 12L/12R: Climb runway heading to 1000' before turning left.

Rwy 23: Climb runway heading to 2000' before turning right.

Rwys 30L/30R: Climb runway heading to 1700' before turning.

NOTE: Rwy 5, 473' MSL Pole 324' from departure end of runway,
549' right of centerline, 63' above departure end of runway, elevation/473' MSL.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

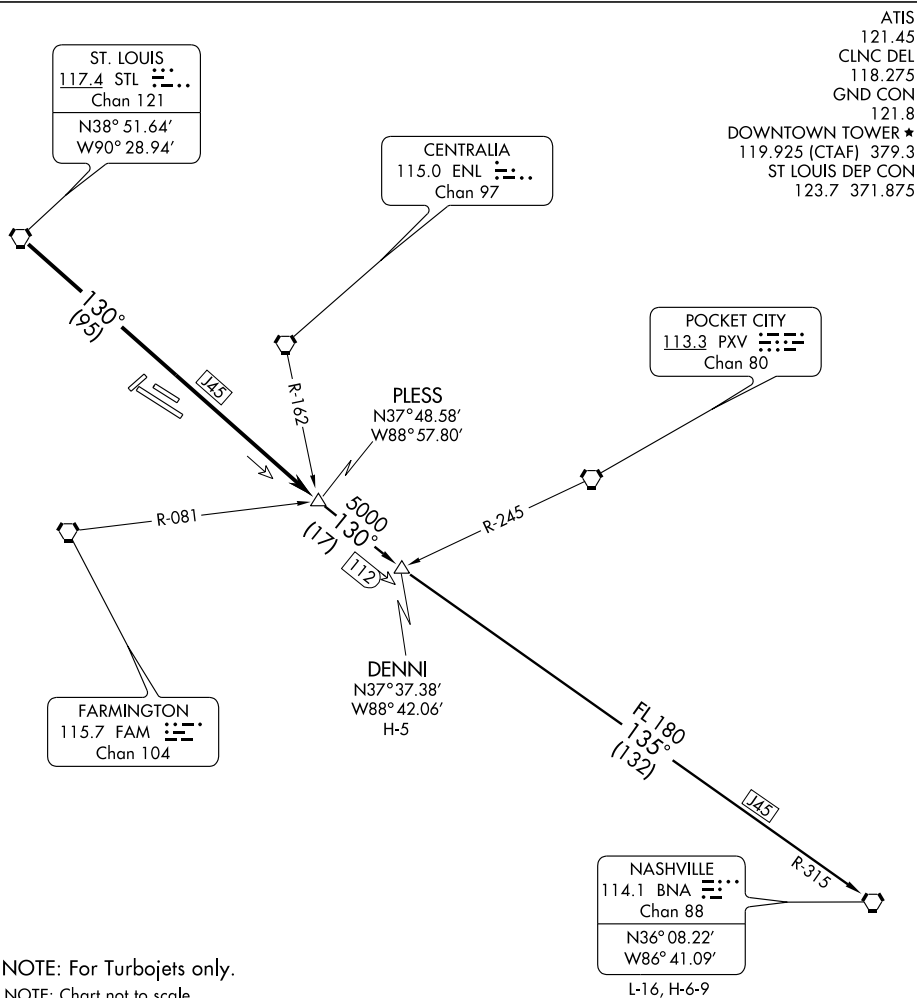
HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

(PLESS1.STL) 09015

PLESS ONE DEPARTURE

SL-5316 (FAA)

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ ST. LOUIS, ILLINOIS

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

PLESS ONE DEPARTURE

(PLESS1.STL) 09015

CAHOKIA/ ST. LOUIS, ILLINOIS
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6997
107°	TDZE	413
	Apt Elev	413

RNAV (GPS) RWY 12R

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

T When local altimeter not received, use Lambert-St Louis Intl, MO
A altimeter setting and increase MDAs 60 feet.
 Circling to Rwy 5/23 NA at night.
 DME/DME RNP-0.3 NA.

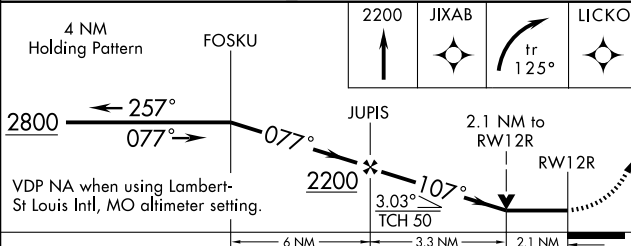
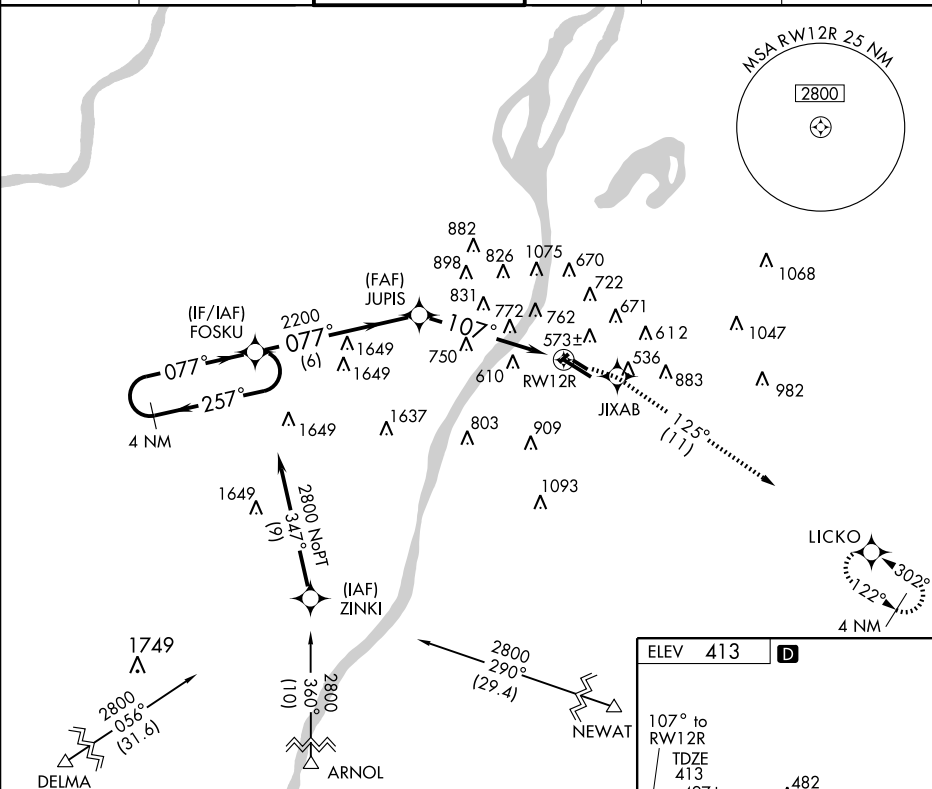
MISSED APPROACH: Climb to 2200 direct JIXAB and right turn via 125° track to LICKO and hold.

ATIS
121.45

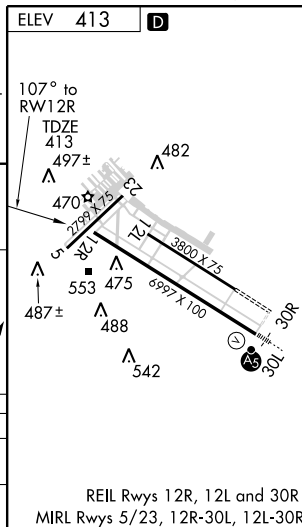
ST LOUIS APP CON
123-7 371-875

DOWNTOWN TOWER ★
119.925 (CTAF) **L** 379.3

GND CON
121-8

CLNC DEL
118.275UNICOM
122.95

CATEGORY	A	B	C	D
LNAY MDA	1140-1	727 (800-1)	1140-2 727 (800-2)	1140-2¼ 727 (800-2¼)
CIRCLING	1140-1	727 (800-1)	1140-2 727 (800-2)	1140-2¼ 727 (800-2¼)



CAHOKIA/ST LOUIS, ILLINOIS
Orig 10266

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

38° 34'N-90° 09'W

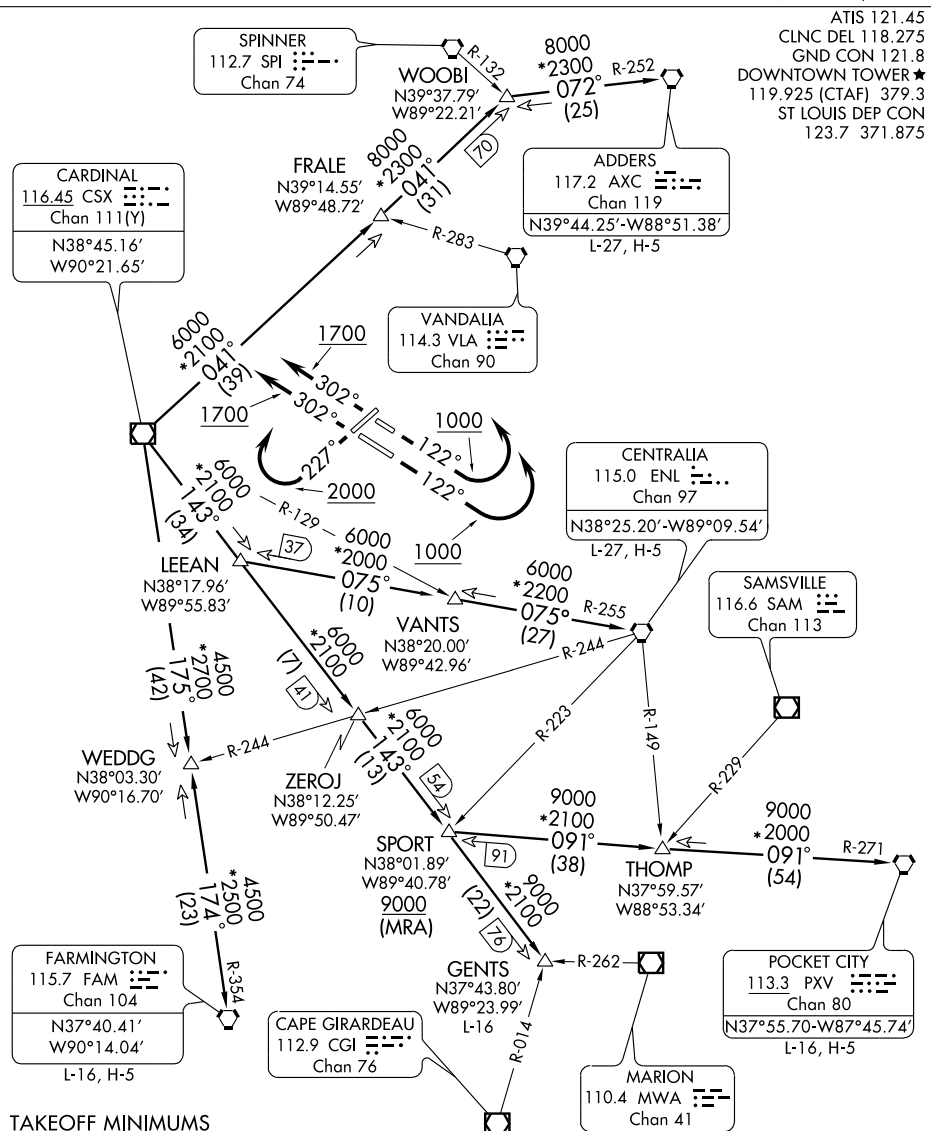
RNAV (GPS) RWY 12R

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

TURBO SIX DEPARTURE

CAHOKIA/ST. LOUIS, ILLINOIS



TAKEOFF MINIMUMS

Rwy 12L, 12R, 23, 30R, Standard.

Rwy 5, 200-1¼ or standard with minimum climb of 343' per NM to 700.

Rwy 30L, 400-2½ or standard with minimum climb of 220' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to DER.

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TURBO SIX DEPARTURE

(TURBO6.STL) 10266

CAHOKIA/ST. LOUIS, ILLINOIS
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

EC-3. 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKEOFF RWYS 12L, 12R: Climb via heading 122° to 1000 before turning left, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKEOFF RWY 23: Climb via heading 227° to 2000 before turning right, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

TAKEOFF RWYS 30L, 30R: Climb via heading 302° to 1700 before turning, then climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO6.AXC): From over CSX VOR/DME via CSX R-041 to WOObI INT, then via AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO6.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO6.FAM): From over CSX VOR/DME via CSX R-175 to WEDDG INT, then via FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO6.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO6.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO6.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKEOFF OBSTACLES

Rwy 5: OL on Transmission Tower 1649' from DER, 19' left of centerline, 79' AGL/482' MSL. Transmission Tower 324' from DER, 79' right of centerline, 78' AGL/487' MSL.

Rwy 12L: Tree 1629' from DER, 144' left of centerline, 45' AGL/453' MSL.

Rwy 12R: Tree 3822' from DER, 20' left of centerline, 94' AGL/509' MSL.

Tree 2082' from DER, 927' right of centerline, 69' AGL/486' MSL.

Rwy 23: Multiple Trees beginning 815' from DER, 69' left of centerline, up to 56' AGL/470' MSL. Multiple Trees beginning 740' from DER, 4' right of centerline, up to 78' AGL/492' MSL.

Rwy 30L: Multiple Trees beginning 2510' from DER, 503' left of centerline, up to 107' AGL/521' MSL. Multiple Trees beginning 737' from DER, 32' right of centerline, up to 99' AGL/508' MSL.

CAHOKIA/ST LOUIS

ST LOUIS DOWNTOWN (CPS) 1E UTC-6(-5DT) N38°34.24' W90°09.37'

ST LOUIS

413 B S4 FUEL 100LL, JET A OX 1 LRA ARFF Index—See Remarks NOTAM FILE STL H-5D, L-27C, A IAP, AD

RWY 12R-30L: H6997X100 (ASPH) S-43, D-71, 2S-90, 2D-100 MIRL

RWY 12R: REIL. Tree.

RWY 30L: MALSR. VASI(V4L)—GA 3.0° TCH 50'. Pole.

RWY 12L-30R: H3800X75 (CONC) S-30, D-30 MIRL

RWY 12L: REIL. Tree. RWY 30R: REIL. Tree.

RWY 05-23: H2799X75 (ASPH) S-12 MIRL

RWY 05: Tree. RWY 23: Tower.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

RWY 12L: TORA-3800 TODA-3800 ASDA-3800 LDA-3800

RWY 12R: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 23: TORA-2799 TODA-2799 ASDA-2799 LDA-2799

RWY 30L: TORA-6997 TODA-6997 ASDA-6997 LDA-6997

RWY 30R: TORA-3800 TODA-3800 ASDA-3800 LDA-3800

AIRPORT REMARKS: Attended continuously. Deer and migratory

waterfowl on and in/ovf arpt. Be alert: intensive student training,

helicopter operations, and frequent blimp operations. Class IV,

ARFF Index A. ARFF avbl Mon-Fri 1300-0200Z, other times by

request 618-337-6060. Unscheduled air carrier ops greater than

30 passenger seats require 12 hr prior permission. Mon-Fri

(1400-2230Z) ctc 618-337-6060. After hrs ctc 618-646-8263. Index B ARFF protection provided. Rwy

05-23 not avbl for air carrier ops except taxi ops. Rwy 12L-30R not avb for air carrier ops except taxi ops.

During daylight hours and when twr closed right t/c Rwy 12R and Rwy 30R. MIRL Rwy 12R-30L preset on med

ints when twr clsd. MIRL Rwy 12L-30R not avbl when twr clsd. ACTIVATE MALSR Rwy 30L when twr clsd—CTAF.

Rwy 12R-30L lgts OTS except med ints.

WEATHER DATA SOURCES: ASOS (618) 332-0001. LAWRS.

COMMUNICATIONS: CTAF 119.925 ATIS 121.45 UNICOM 122.95

⑧ APP/DEP CON 123.7 CLNC DEL 118.275 (0300-1300Z)

DOWNTOWN TOWER 119.925 (1230-0400Z) GND CON 121.8

AIRSPACE: CLASS D svc 1230-0400Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

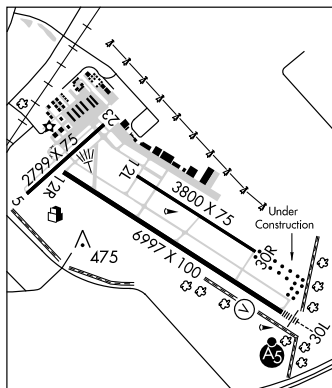
TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35' W89°55.12' 224° 15.1 NM to fld. 570/4E.

ACORE NDB (LOM) 350 CP N38°31.19' W90°03.57' 304° 5.5 NM to fld.

ILS 109.1 I-CPS Rwy 30L. Class IA. LOM ACORE NDB. LOC and OM unmonitored when twr clsd. LOC

unusable from 0.2 NM inbound and byd 14° right of course.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



CALDE N39°47.83' W89°35.52' NOTAM FILE SPI.

ST LOUIS

NDB (LOM) 240 CJ 306° 4.9 NM to Abraham Lincoln Capital.

CAIRO RGNL (CIR) 4 NW UTC-6(-5DT) N37°03.87' W89°13.18'

ST LOUIS

321 B FUEL 100LL NOTAM FILE CIR

L-16H

RWY 14-32: H4003X100 (ASPH) S-30, D-35 MIRL

IAP

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 25'. Tree.

RWY 32: Tree.

RWY 02-20: H3201X60 (ASPH) S-6 MIRL

RWY 02: Tree. RWY 20: Tree.

AIRPORT REMARKS: Attended 1400-2330Z. Self svc fuel avbl 24 hrs.

Parachute Jumping on weekends. MIRL Rwy 14-32 preset low

ints; to increase ints ACTIVATE—CTAF. MIRL Rwy 02-20 by prior

req only call 618-734-0600.

WEATHER DATA SOURCES: AWOS-3 118.025 (618) 734-9173.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 133.65

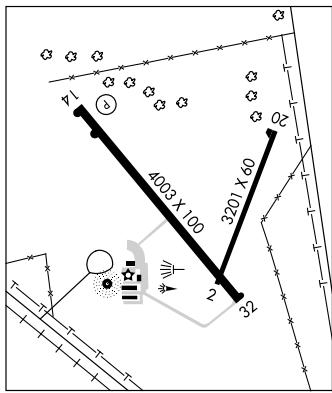
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52'

W88°50.21' 277°18.7 NM to fld. 480/3E.

NDB (MHW) 397 CIR N37°03.70' W89°13.41' at fld. NOTAM

FILE CIR.



NDB CIR	APP CRS	Rwy Idg	4003
397	150°	TDZE	321
		Apt Elev	321

NDB or GPS RWY 14

CAIRO RGNL (CIR)

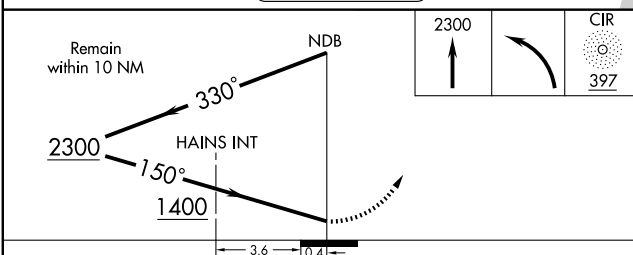
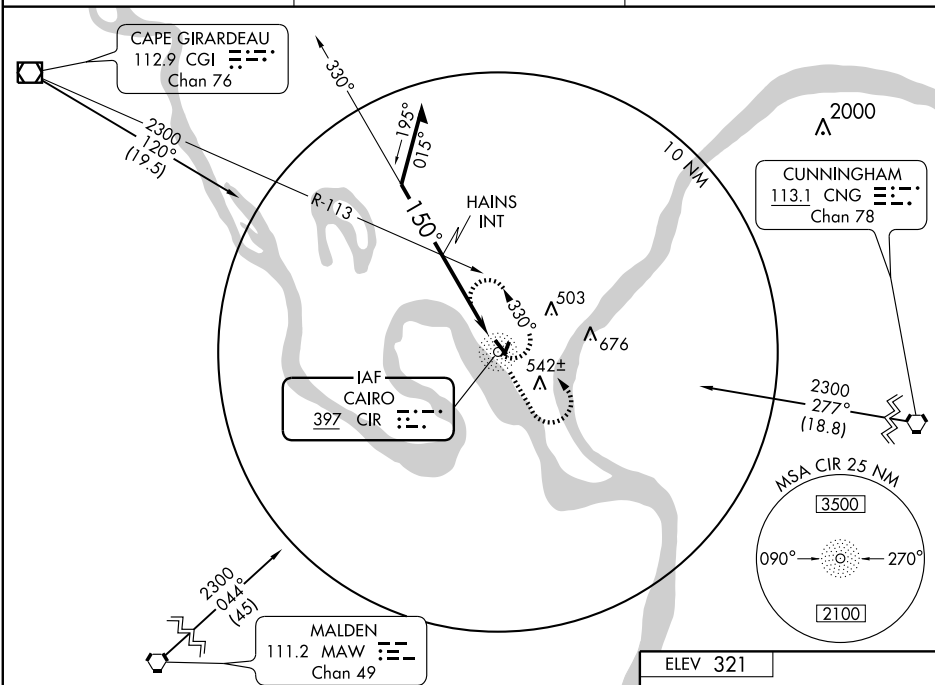
▲ NA Use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 2300 then left turn direct CIR NDB and hold.

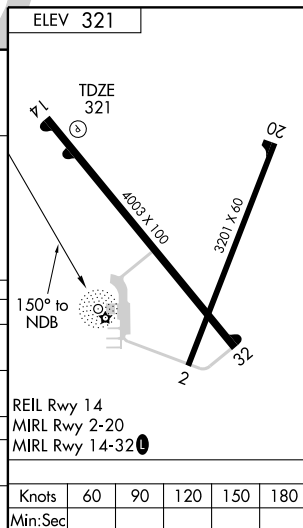
AWOS-3
118.025

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-14	1400-1¼ 1079 (1100-1¼)	1400-1½ 1079 (1100-1½)	1400-3 1079 (1100-3)	NA
CIRCLING	1400-1¼ 1079 (1100-1¼)	1400-1½ 1079 (1100-1½)	1400-3 1079 (1100-3)	NA
HAINS FIX MINIMUMS				
S-14	920-1 599 (600-1)	920-1½ 599 (600-1½)	NA	
CIRCLING	920-1 599 (600-1)	920-1½ 599 (600-1½)	NA	



Knots	60	90	120	150	180
Min:Sec					

CAMPBELL (See GRAYSLAKE)**CANTON** N40°33.95' W90°04.62' NOTAM FILE IKK.

NDB (MHW) 236 CTK at Ingersoll.

CHICAGO

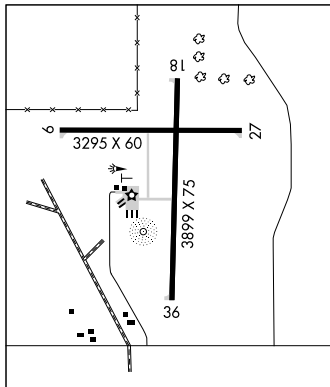
L-27B

CANTON**INGERSOLL** (CTK) 2 NW UTC-6(-5DT) N40°34.15' W90°04.49'684 B S4 **FUEL** 100LL, MOGAS TPA-1484(800) NOTAM FILE PIA**RWY 18-36:** H3899X75 (ASPH) S-10 MIRL 0.3% up N**RWY 18:** Trees. **RWY 36:** REIL. Trees.**RWY 09-27:** H3295X60 (ASPH) S-11 MIRL**RWY 09:** Pole. **RWY 27:** Tree.**AIRPORT REMARKS:** Attended 1300Z†-dusk. ACTIVATE MIRL Rwy 09-27 and 18-36 and REIL Rwy 36 and twy lgts-CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**(R) PEORIA APP/DEP CON** 124.675**RADIO AIDS TO NAVIGATION:** NOTAM FILE PIA.**PEORIA (L) VORTACW** 115.2 PIA Chan 99 N40°40.80' W89°47.57' 239° 14.5 NM to fld. 730/4E.**CANTON NDB (MHW) 236 CTK** N40°33.95' W90°04.62' at fld.
NOTAM FILE IKK.

CHICAGO

L-27B

IAP



NDB CTK
236

APP CRS
350°

Rwy Idg	3899
TDZE	682
Apt Elev	684

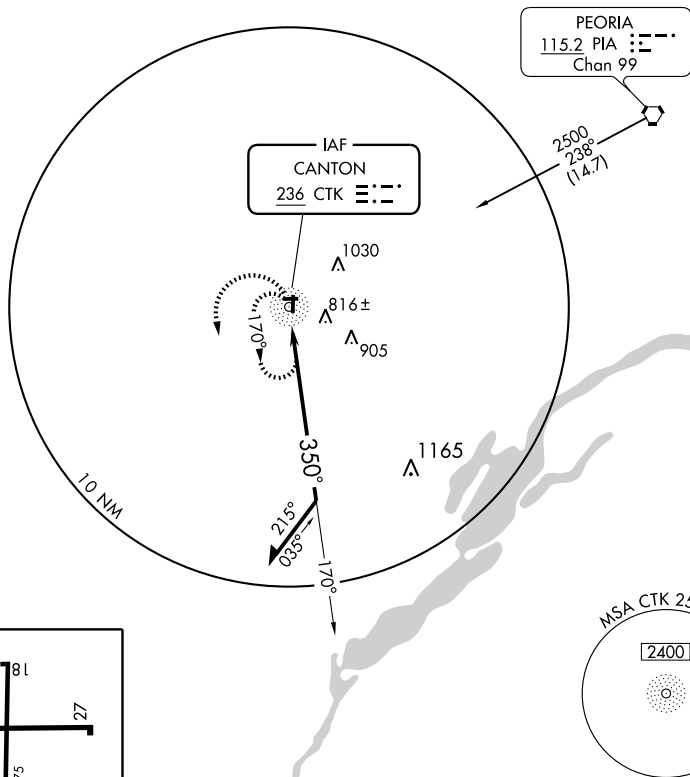
NDB RWY 36
CANTON/INGERSOLL (CTK)



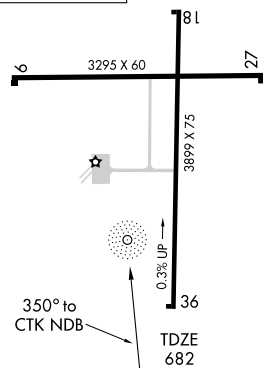
When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 in CTK NDB holding pattern.

PEORIA APP CON
124.675 269.2

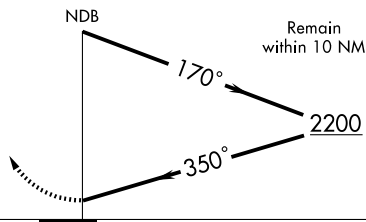
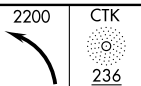
UNICOM
122.8 (CTAF) **L**

ELEV 684



REIL Rwy 36 **L**
MIRL Rwys 9-27 and 18-36 **L**

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	1240-1	558 (600-1)	1240-1½ 558 (600-1½)	NA
CIRCLING	1240-1	558 (600-1)	1420-2 738 (800-2)	NA

CANTON, ILLINOIS
Amdt 2B 10098

CANTON/INGERSOLL (CTK)
NDB RWY 36

40°34'N - 90°04'W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	3899
179°	TDZE	682
	Apt Elev	684

RNAV (GPS) RWY 18

CANTON/INGERSOLL (CTK)



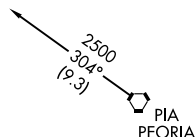
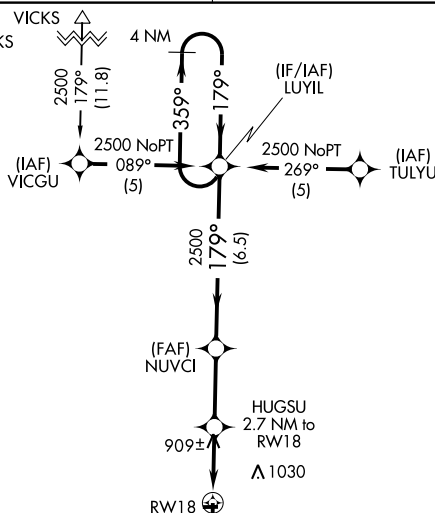
When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Greater Peoria Rgnl altimeter setting.

MISSED APPROACH:
Climb to 2500 direct CETRU and hold.

PEORIA APP CON
124.675 269.2

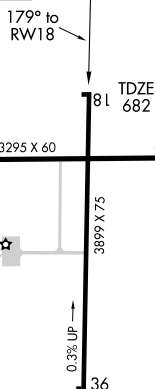
UNICOM
122.8 (CTAF) 0

Procedure NA for arrival at VICKS via V10 Northeast bound.

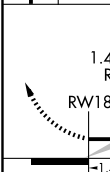
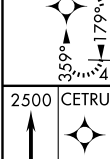


Procedure NA for arrivals on PIA VORTAC airway radials 269° CW 329°

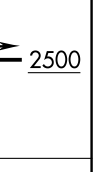
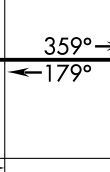
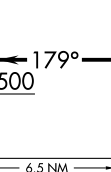
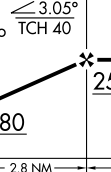
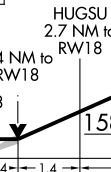
ELEV 684



MISSED APCH FIX
CETRU



CATEGORY	A	B	C	D
RNAV MDA	1160-1	478 (500-1)	1160-1¼ 478 (500-1¼)	NA
CIRCLING	1160-1	476 (500-1)	1160-1½ 476 (500-1½)	NA



REIL Rwy 36
MIRL Rwy 9-27 and 18-36

CANTON, ILLINOIS
Orig 10098

40°34'N - 90°04'W

CANTON/INGERSOLL (CTK)
RNAV (GPS) RWY 18

APP CRS **359°**
 Rwy ldg **3899**
 TDZE **682**
 Apt Elev **684**

RNAV (GPS) RWY 36

CANTON/INGERSOLL (CTK)

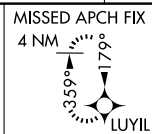


When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all MDA 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Greater Peoria Rgnl altimeter setting.

MISSED APPROACH:
 Climb to 2500 direct LUYIL and hold.

PEORIA APP CON
124.675 269.2

UNICOM
122.8 (CTAF)

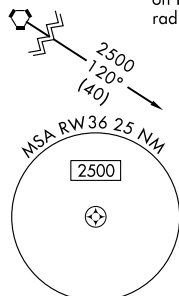


Procedure NA for arrivals on PIA VORTAC airway radials 170° CW 230°.

PEORIA PIA

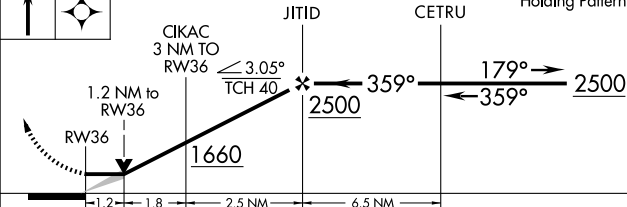
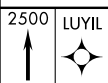
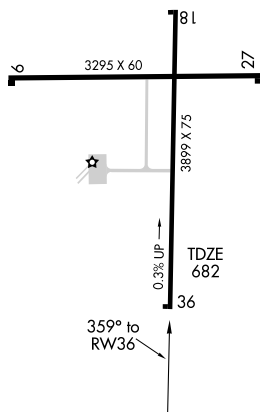
BURLINGTON BRL

Procedure NA for arrivals on BRL VORTAC airway radials 061° CW 192°.



ELEV **684**

REIL Rwy 36
 MIRL Rwy 9-27 and 18-36



CATEGORY	A	B	C	D
RNAV MDA	1100-1	418 (500-1)	1100-1¼ 418 (500-1¼)	NA
CIRCLING	1140-1	456 (500-1)	1140-1½ 456 (500-1½)	NA

VORTAC PIA 115.2 Chan 99	APP CRS 239°	Rwy Idg TDZE Apt Elev	N/A N/A 684
--	------------------------	-----------------------------	--

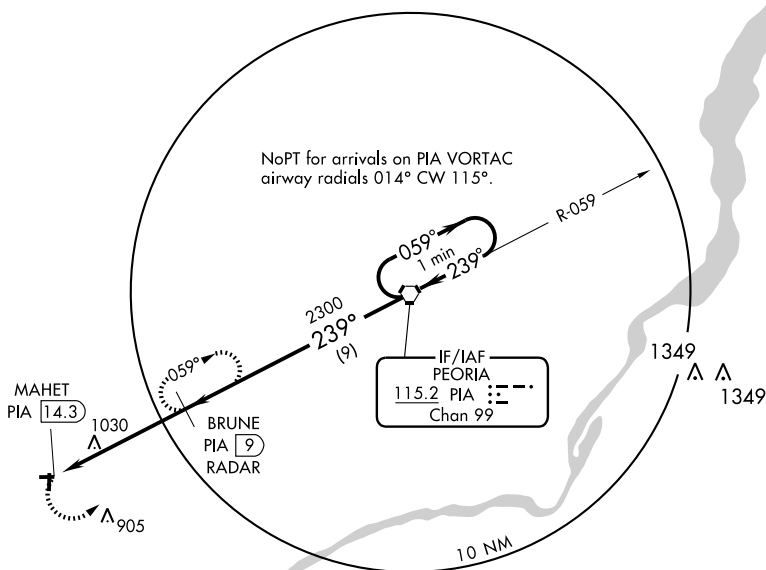
VOR-A

CANTON/INGERSOLL (CTK)

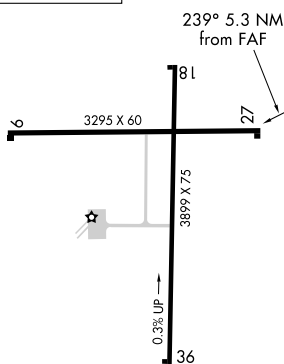
T When local altimeter setting not received, use General Downing-Peoria Intl altimeter setting and increase all MDA 60 feet and
A NA Circling Cat. C visibility $\frac{1}{4}$ mile. DME or RADAR required.

MISSED APPROACH: Climbing left turn to 2300 via heading 046° and PIA R-239 to BRUNE/PIA 9 DME and hold.

PEORIA APP CON
124.675 269.2

UNICOM
122.8 (CTAF) **L**

ELEV 684



REIL Rwy 36 **L**
MIRL Rwys 9-27 and 18-36 **L**

[illegible]

CANTON, ILLINOIS
Amdt 8 10098

40 °34'N - 90 °04'W

CANTON/INGERSOLL (CTK)

VOR-A

AIRPORT DIAGRAM

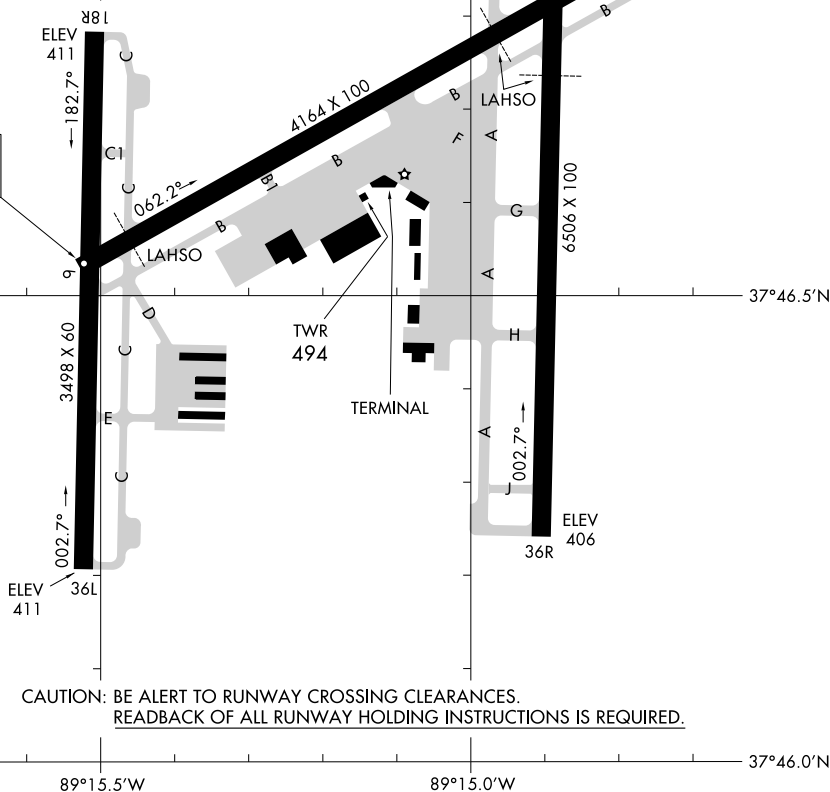
CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)
AL-5091 (FAA) CARBONDALE-MURPHYSBORO, ILLINOIS

ATIS
119.725
CARBONDALE TOWER*
125.35 322.4
GND CON
121.8
D

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

RWY 06-24
S-36, D-47, 2D-70
RWY 18L-36R
S-80, D-99.5, 2S-126, 2D-150
RWY 18R-36L
S-30, D-42, 2D-60

FIELD
ELEV
411



EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

CARBONDALE-MURPHYSBORO, ILLINOIS
CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

CARBONDALE/MURPHYSBORO**SOUTHERN ILLINOIS** (MDH) 3 NW UTC-6(-5DT) N37°46.69' W89°15.12'411 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MDH
RWY 18L-36R: H6506X100 (ASPH-GRVD-PFC) S-80, D-99.5, 2S-126, 2D-150 HIRL

RWY 18L: MALSR.

RWY 36R: REIL. VASI(V4L)—GA 4.0° TCH 69'. Pole.

RWY 06-24: H4164X100 (ASPH-PFC) S-36, D-47, 2D-70 MIRL

RWY 06: REIL. VASI(V4L)—GA 3.5° TCH 48'. Trees.

RWY 24: REIL. PAPI(P4R)—GA 3.5° TCH 25'.

RWY 18R-36L H3498X60 (ASPH) S-30, D-42, 2D-60 MIRL

RWY 18R: PVASI(PSIL)—GA 3.0° TCH 27'. Trees.

RWY 36L: PVASI(PSIL)—GA 3.0° TCH 25'. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	18L-36R	3100
RWY 24	18R-36L	3800
RWY 36R	06-24	3000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA-4164	TODA-4164	ASDA-4164	LDA-4164
RWY 18L:	TORA-6506	TODA-6506	ASDA-6506	LDA-6506
RWY 18R:	TORA-3498	TODA-3498	ASDA-3498	LDA-3498
RWY 24:	TORA-4164	TODA-4164	ASDA-4164	LDA-4164
RWY 36L:	TORA-3498	TODA-3498	ASDA-3498	LDA-3498
RWY 36R:	TORA-6506	TODA-6506	ASDA-6506	LDA-6506

AIRPORT REMARKS: Attended continuously. Birds on and in/ovf arpt.

Heavy student training activity. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager Mon-Fri

618-529-1721. Rwy 06-24 and Rwy 18R-36L not avbl for air carrier ops with more than 30 passenger seats. Rwy 06-24

restricted to acft 12,500 pounds or less; unless prior arrangement

with twr. Rwy 18R PVASI unusable byd 6° right of course. When twr clsd HIRL Rwy 18L-36R preset med ints only; ACTIVATE MALSR Rwy 18L and VASI Rwy 06, 36R and PAPI Rwy 24—CTAF. When twr clsd MIRL Rwy 06-24; MIRL Rwy 18R-36L and PVASI Rwy 18R and Rwy 36L by req only—call 618-529-2221.

WEATHER DATA SOURCES: ASOS (618) 529-1821. LAWRS.**COMMUNICATIONS:** CTAF 125.35 ATIS 119.725 UNICOM 122.95

KANSAS CITY CENTER APP/DEP CON 125.3

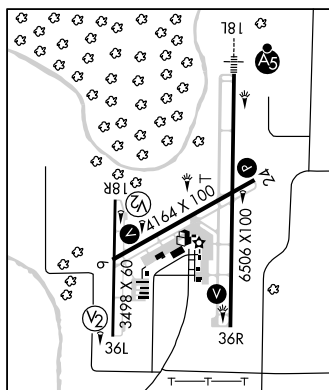
CARBONDALE TOWER 125.35 126.25 (1300-0300Z±) GND CON 121.8

AIRSPACE: CLASS D svc 1300-0300Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MWA.

MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26' W89°00.70' 273° 11.5 NM to fld. 468/4E.

CABBI NDB (LOM) 388 MD N37°52.21' W89°14.23' 185° 5.6 NM to fld. Unmonitored when twr clsd.

ILS 110.9 I-MDH Rwy 18L. Class IE. LOM CABBI NDB. ILS unmonitored when twr clsd.

**CARMUNI** (CUL) 2E UTC-6(-5DT) N38°05.37' W88°07.38'

388 B FUEL 100LL, MOGAS TPA-1188(800) NOTAM FILE CUL

RWY 18-36: H4001X75 (ASPH) S-12 MIRL

RWY 18: VASI(V2L)—GA 3.0° TCH 20'. Tree.

RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended 1500-2300Z±. Parachute Jumping. MIRL

Rwy 18-36 preset on low ints; to increase ints and ACTIVATE VASI

Rwys 18 and 36 and REIL Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.425 (618) 382-3760.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ EVANSVILLE APP/DEP CON 127.35 (1200-0500Z±)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)

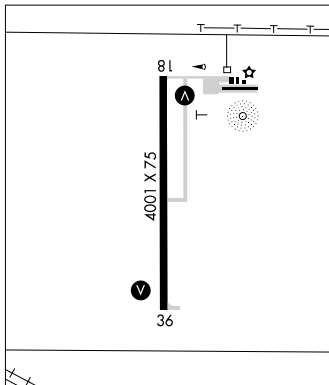
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'

W87°45.74' 297° 19.6 NM to fld. 384/3E. HIWAS.

NDB (MHW) 332 CUL N38°05.61' W88°07.18' at fld. NOTAM

FILE CUL.

**ST LOUIS**

L-161

IAP

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOM MD	APP CRS	Rwy Idg	6506
388	182°	TDZE	407
		Apt Elev	411

NDB RWY 18L

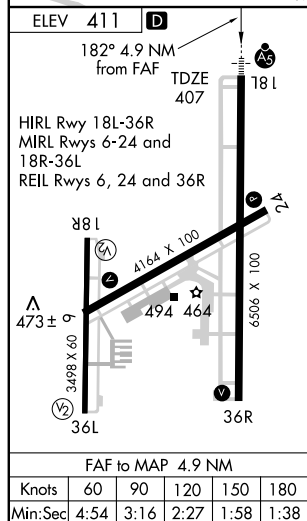
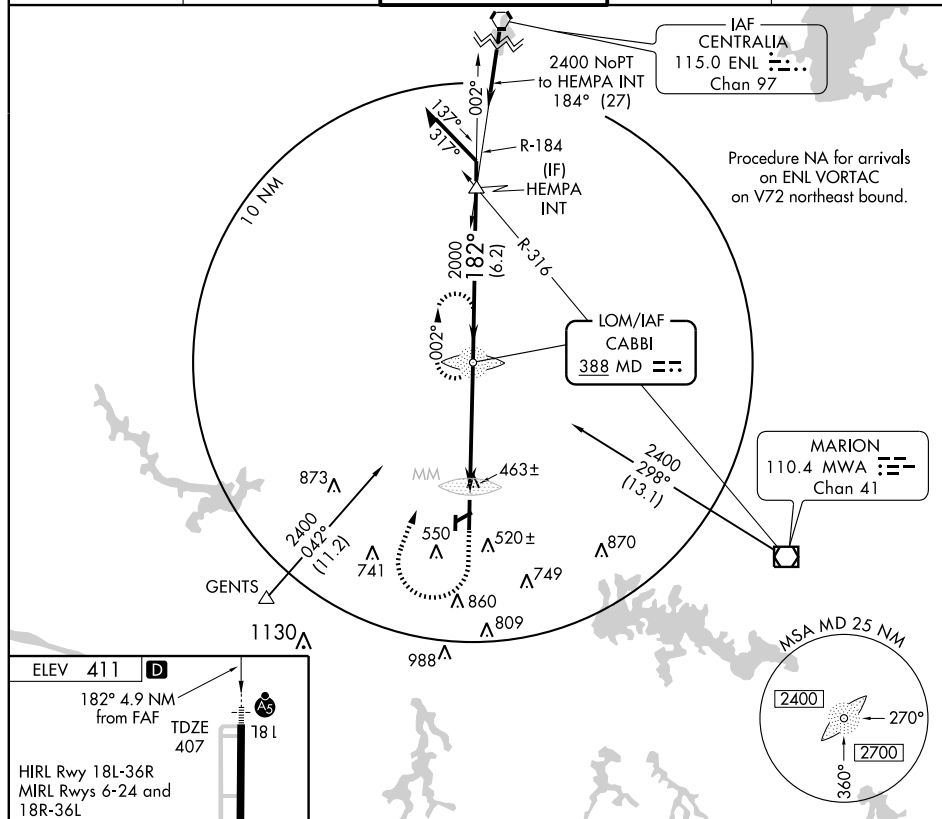
CARBONDALE-MURPHYSBORO/SOUTHERN ILLINOIS (MDH)




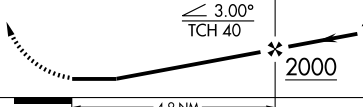
▼ When local altimeter setting not received, use Williamson Co
▲ NA Rgnl altimeter setting and increase all MDA 40 feet and
 increase S-18L Cat D visibility ¼ mile.

MALSR
A5

MISSED APPROACH: Climb to 2100
 then climbing right turn to 2400 direct
 CABBI LOM and hold.

ATIS 119.725	KANSAS CITY CENTER 125.3 269.5	CARBONDALE TOWER ★ 125.35 (CTAF) 0 322.4	GND CON 121.8	UNICOM 122.95
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2100	2400	MD	LOM	002°	2400	Remain within 10 NM
						
						
CATEGORY	A	B	C	D		
S-18L	820-¾ 413 (500-¾)			820-1 413 (500-1)		
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)	980-2 569 (600-2)		

APP CRS **182°**
Rwy Idg **6506**
TDZE **407**
Apt Elev **411**

RNAV (GPS) RWY 18L

CARBONDALE-MURPHYSBORO/SOUTHERN ILLINOIS (MDH)

▼ Inoperative table does not apply to LNAV Cat D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F)
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase all DA 36 feet and all MDA 40 feet and increase LNAV/VNAV Cat A, B, C visibility ¼ mile. For inoperative MALS, increase LNAV/VNAV Cat D visibility to 1 mile. Baro-VNAV NA when using Williamson Co Rgnl altimeter setting. VDP NA when using Williamson Co Rgnl altimeter setting. For inoperative MALS when using Williamson Co Rgnl altimeter setting, increase LNAV Cat D visibility to 1¼ mile.



MISSED APPROACH:
Climb to 2700 direct SOPAW and hold.

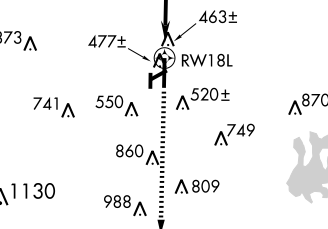
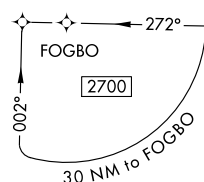
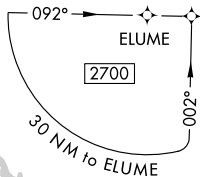
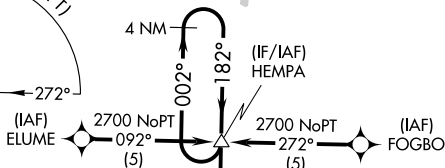
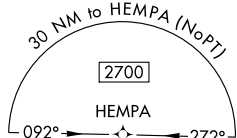
ATIS
119.725

KANSAS CITY CENTER
125.3 269.5

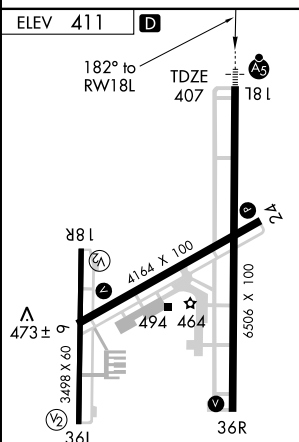
CARBONDALE TOWER ★
125.35 (CTAF) 0 322.4

GND CON
121.8

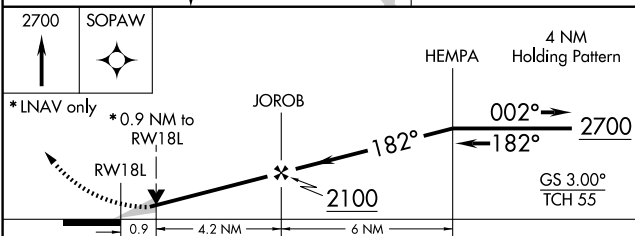
UNICOM
122.95



MISSED APCH FIX



HIRL Rwy 18L-36R
MIRL Rwy 6-24 and 18R-36L
REIL Rwy 6, 24 and 36R



CATEGORY	A	B	C	D
LNAV/VNAV DA	726-½	319 (400-½)		726-¾ 319 (400-¾)
LNAV MDA	740-½	333 (400-½)		740-1 333 (400-1)
CIRCLING	900-1	489 (500-1)	900-1½ 489 (500-1½)	980-2 569 (600-2)

APP CRS
002°

Rwy Idg
TDZE
Apt Elev

6506
407
411

RNAV (GPS) RWY 36R

CARBONDALE-MURPHYSBORO/SOUTHERN ILLINOIS (MDH)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson Co Rgnl altimeter setting and increase all MDA 40 feet.
▲ VDP NA when using Williamson Co Rgnl altimeter setting.

MISSED APPROACH:
Climb to 2700 direct
HEMPA and hold.

ATIS
119.725

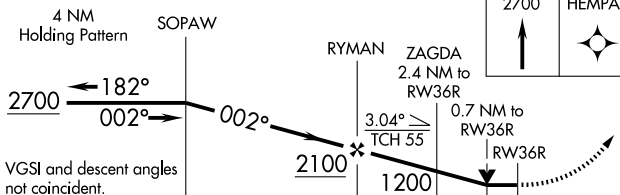
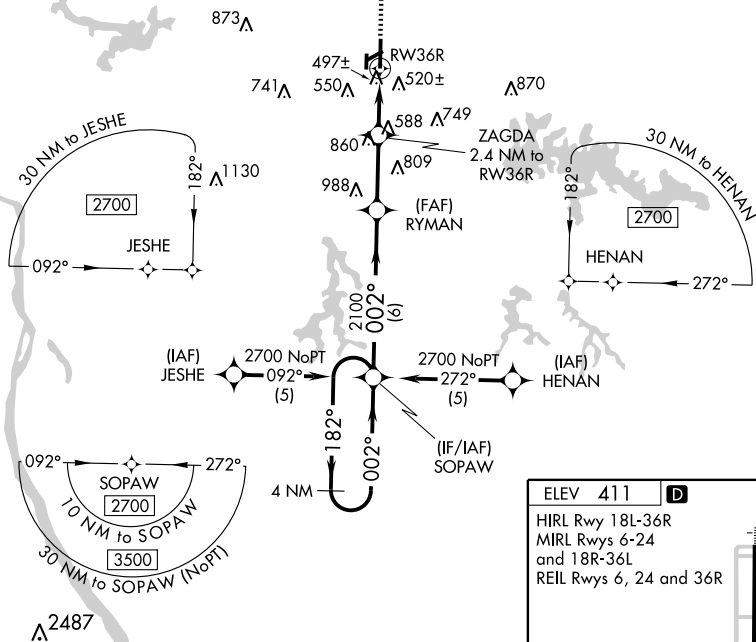
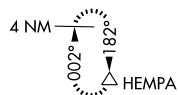
KANSAS CITY CENTER
125.3 269.5

CARBONDALE TOWER ★
125.35 (CTAF) 0 322.4

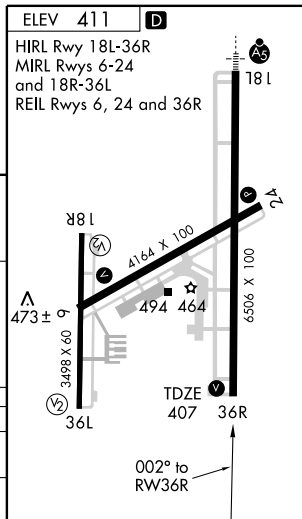
GND CON
121.8

UNICOM
122.95

MISSED APCH FIX



CATEGORY	A	B	C	D
LNNAV MDA	760-1 353 (400-1)			760-1¼ 353 (400-1¼)
CIRCLING	900-1 489 (500-1)		900-1½ 489 (500-1½)	980-2 569 (600-2)



CARBONDALE/MURPHYSBORO**SOUTHERN ILLINOIS** (MDH) 3 NW UTC-6(-5DT) N37°46.69' W89°15.12'411 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MDH
RWY 18L-36R: H6506X100 (ASPH-GRVD-PFC) S-80, D-99.5, 2S-126, 2D-150 HIRL

RWY 18L: MALSR.

RWY 36R: REIL. VASI(V4L)—GA 4.0° TCH 69'. Pole.

RWY 06-24: H4164X100 (ASPH-PFC) S-36, D-47, 2D-70 MIRL

RWY 06: REIL. VASI(V4L)—GA 3.5° TCH 48'. Trees.

RWY 24: REIL. PAPI(P4R)—GA 3.5° TCH 25'.

RWY 18R-36L H3498X60 (ASPH) S-30, D-42, 2D-60 MIRL

RWY 18R: PVASI(PSIL)—GA 3.0° TCH 27'. Trees.

RWY 36L: PVASI(PSIL)—GA 3.0° TCH 25'. Trees.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	18L-36R	3100
RWY 24	18R-36L	3800
RWY 36R	06-24	3000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA-4164	TODA-4164	ASDA-4164	LDA-4164
RWY 18L:	TORA-6506	TODA-6506	ASDA-6506	LDA-6506
RWY 18R:	TORA-3498	TODA-3498	ASDA-3498	LDA-3498
RWY 24:	TORA-4164	TODA-4164	ASDA-4164	LDA-4164
RWY 36L:	TORA-3498	TODA-3498	ASDA-3498	LDA-3498
RWY 36R:	TORA-6506	TODA-6506	ASDA-6506	LDA-6506

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Heavy student training activity. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager Mon-Fri

618-529-1721. Rwy 06-24 and Rwy 18R-36L not avbl for air carrier ops with more than 30 passenger seats. Rwy 06-24

restricted to acft 12,500 pounds or less; unless prior arrangement

with twr. Rwy 18R PVASI unusable byd 6° right of course. When twr clsd HIRL Rwy 18L-36R preset med ints only; ACTIVATE MALSR Rwy 18L and VASI Rwy 06, 36R and PAPI Rwy 24—CTAF. When twr clsd MIRL Rwy 06-24; MIRL Rwy 18R-36L and PVASI Rwy 18R and Rwy 36L by req only—call 618-529-2221.

WEATHER DATA SOURCES: ASOS (618) 529-1821. LAWRS.**COMMUNICATIONS:** CTAF 125.35 ATIS 119.725 UNICOM 122.95

KANSAS CITY CENTER APP/DEP CON 125.3

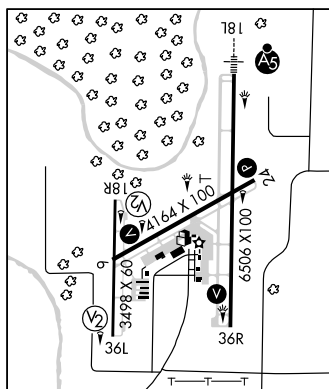
CARBONDALE TOWER 125.35 126.25 (1300-0300Z±) GND CON 121.8

AIRSPACE: CLASS D svc 1300-0300Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MWA.

MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26' W89°00.70' 273° 11.5 NM to fld. 468/4E.

CABBI NDB (LOM) 388 MD N37°52.21' W89°14.23' 185° 5.6 NM to fld. Unmonitored when twr clsd.

ILS 110.9 I-MDH Rwy 18L. Class IE. LOM CABBI NDB. ILS unmonitored when twr clsd.

**CARMUNI** (CUL) 2E UTC-6(-5DT) N38°05.37' W88°07.38'

388 B FUEL 100LL, MOGAS TPA-1188(800) NOTAM FILE CUL

RWY 18-36: H4001X75 (ASPH) S-12 MIRL

RWY 18: VASI(V2L)—GA 3.0° TCH 20'. Tree.

RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended 1500-2300Z±. Parachute Jumping. MIRL

Rwy 18-36 preset on low ints; to increase ints and ACTIVATE VASI

Rwys 18 and 36 and REIL Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.425 (618) 382-3760.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ EVANSVILLE APP/DEP CON 127.35 (1200-0500Z±)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z±)

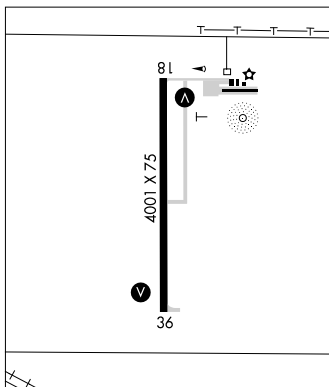
RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'

W87°45.74' 297° 19.6 NM to fld. 384/3E. HIWAS.

NDB (MHW) 332 CUL N38°05.61' W88°07.18' at fld. NOTAM

FILE CUL.



ST LOUIS

L-161

IAP

APP CRS	Rwy ldg	4001
001°	TDZE	384
	Apt Elev	388

GPS RWY 36

CARMi MUNI (CUL)

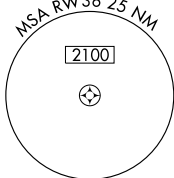
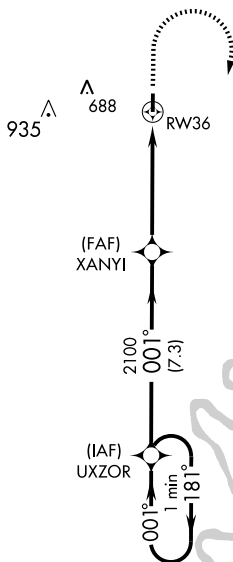
▽ **△** NA If local altimeter setting not received, use Evansville altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct UXZOR WP and hold.

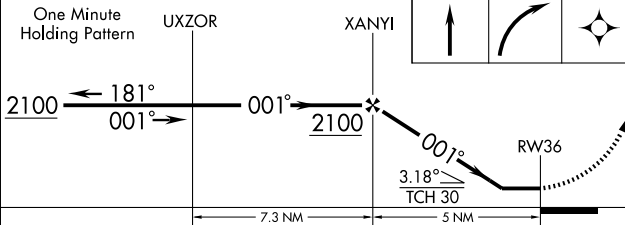
AWOS-3
118.425

EVANSVILLE APP CON★
127.35 267.9

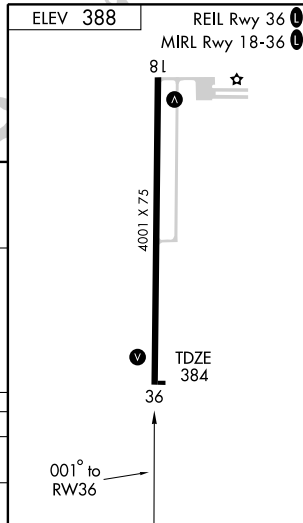
UNICOM
122.8 (CTAF) 0



One Minute Holding Pattern



CATEGORY	A	B	C	D
S-36	880-1 496 (500-1)		880-1¼ 496 (500-1¼)	NA
CIRCLING	880-1 492 (500-1)		900-1½ 512 (600-1½)	NA



NDB CUL	APP CRS	Rwy Idg	4001
<u>332</u>	010°	TDZE	384
		Apt Elev	388

NDB RWY 36
CARMi MUNI(CUL)

T
A NA

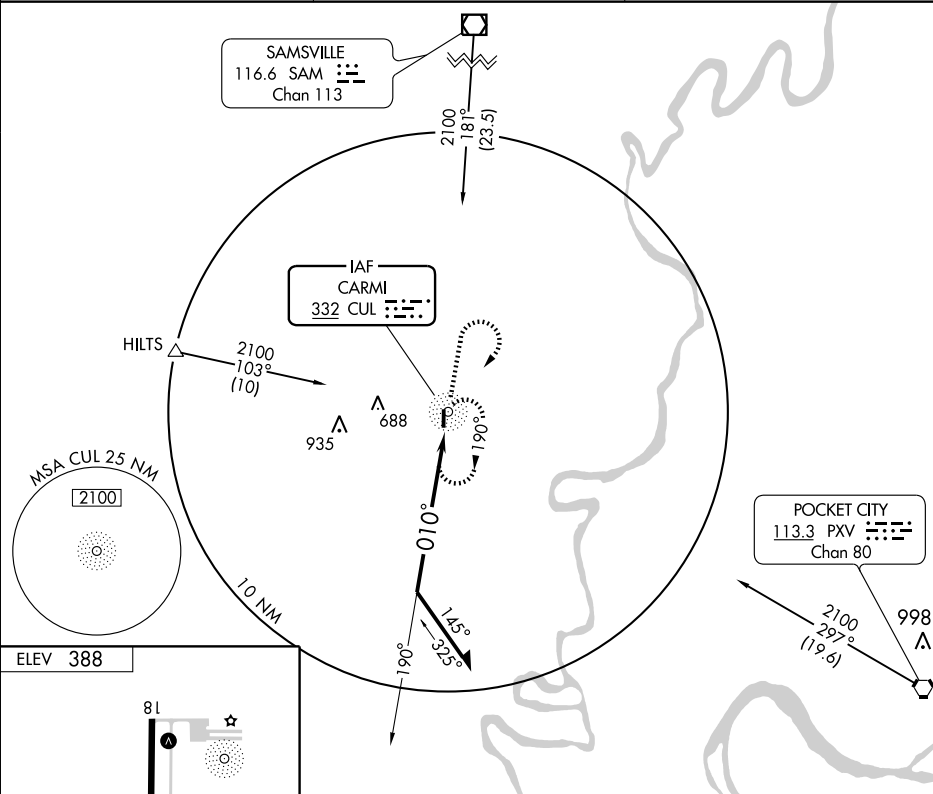
If local altimeter setting not received,
use Evansville altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct CUL NDB and hold.

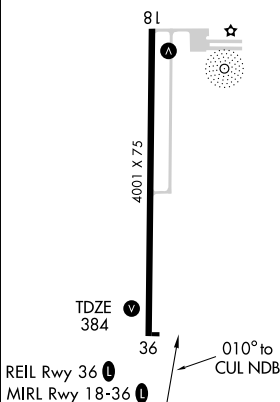
AWOS-3
118.425

EVANSVILLE APP CON★
127.35 267.9

UNICOM
122.8 (CTAF) **L**



ELEV 388



Remain
within 10 NM

NDB

1.500

2100

CUL

2100

190

1

TEGORY

A

C

D

S-36

1080-1 696 (700-1)

1080-2

NA

CIRCLING

1080-1 692 (700-1)

1060-Z
100,1700,20

NA

CARM, ILLINOIS
Amdt 1A 07186

38° 05' N-88° 07' W

CARMi MUNI (CUL)
NDB RWY 36

CASEY MUNI (1H8) 1 NW UTC-6(-5DT) N39°18.15' W88°00.24'

654 B S4 FUEL 100LL TPA-1454(800) NOTAM FILE STL

RWY 04-22: H4002X75 (ASPH) S-12 MIRL

RWY 04: REIL. Trees.

RWY 22: Road. Rgt tfc.

RWY 18-36: 1965X100 (TURF)

RWY 18: Thld displcd 315'. Road. Rgt tfc.

RWY 36: Road.

AIRPORT REMARKS: Attended 1400Z±-2300Z±. MIRL Rwy 04-22 and

REIL Rwy 04 preset on low ints; to incr ints and ACTIVATE twy
lgts—CTAF. Rwy 18 displcd thld marked with white gravel in shape
of "L" on rwy edges.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ HULMAN APP/DEP CON 125.45 (1100-0300Z±)

⑧ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z±)

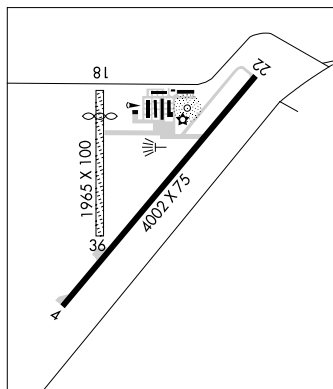
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 041° 32 NM to fld. 540/3E.

NDB (MHW) 359 CZB N39°18.31' W88°00.12' at fld.

Unmonitored. NOTAM FILE STL.



ST LOUIS

L-27C

IAP

CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON-NORMAL (See BLOOMINGTON/NORMAL)**CENTRALIA MUNI** (ENL) 2 E UTC-6(-5DT) N38°30.91' W89°05.47'

534 B S2 FUEL 100LL, JET A NOTAM FILE ENL

RWY 18-36: H5001X75 (ASPH) S-30, D-40 MIRL 0.3% up S

RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 09-27: H3300X60 (ASPH) S-12.5 MIRL

RWY 09: REIL. Road.

RWY 27: REIL. Tree.

AIRPORT REMARKS: Attended 1400Z±-dusk. For svc after hrs call
618-533-1626. MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27
on request through UNICOM.

WEATHER DATA SOURCES: AWOS-3 121.125 (618) 533-4417. HIWAS
115.0 ENL.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 115.0T (ST LOUIS RADIO)

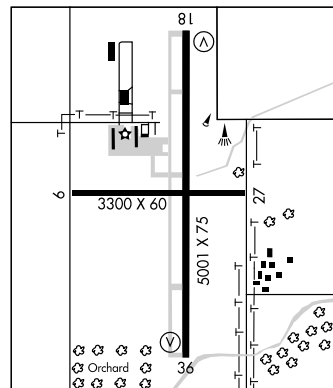
KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

(H) VORTAC 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 025° 6.5 NM to fld. 546/4E. HIWAS.

VOR portion unusable 100°-134° blo 3000'; 135°-140° blo
2700'.



ST LOUIS

H-5E, L-27C

IAP

CHAMPAIGN N40°02.07' W88°16.56' NOTAM FILE CMI.

(L) VORTAC 110.0 CMI Chan 37 at University of Illinois-Willard. 745/3E.

RCO 122.1R 110.0T (ST LOUIS RADIO)

CHICAGO

L-27C

CHAMPAIGN/URBANA N40°02.07' W88°16.56'

RCO 122.45 (ST LOUIS RADIO)

CHICAGO

L-27C

NDB CZB	APP CRS	Rwy Idg	4002
<u>359</u>	038°	TDZE	653
		Apt Elev	654

NDB RWY 4
CASEY MUNI (1H8)

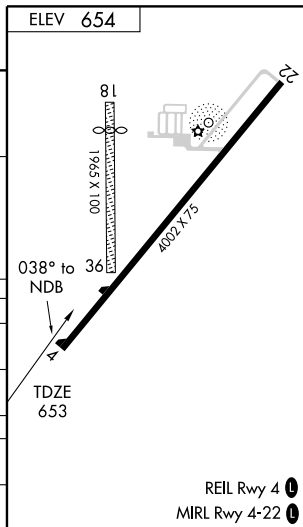
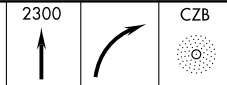
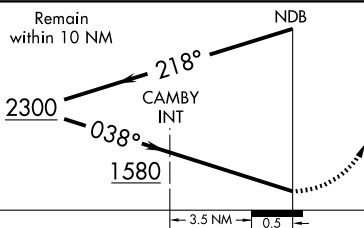
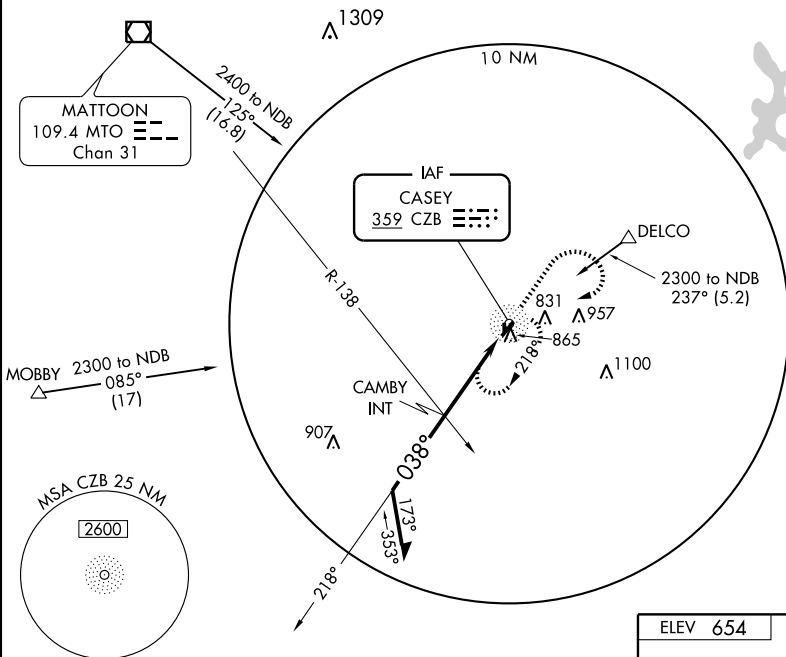
NA Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting, when not received, use Robinson altimeter setting.

MISSED APPROACH: Climb to 2300 then right turn direct CZB NDB and hold.

TERRE HAUTE ASOS
127.5 284.4

HULMAN APP CON ★
125.45 288.15

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-4	1580-1¼	927 (1000-1¼)	1580-2¾ 927 (1000-2¾)	1580-3 927 (1000-3)
CIRCLING	1580-1¼	926 (1000-1¼)	1580-2¾ 926 (1000-2¾)	1580-3 926 (1000-3)
CAMBY FIX MINIMUMS				
S-4	1320-1	667 (700-1)	1320-1¾ 667 (700-1¾)	1320-2 667 (700-2)
CIRCLING	1320-1	666 (700-1)	1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)

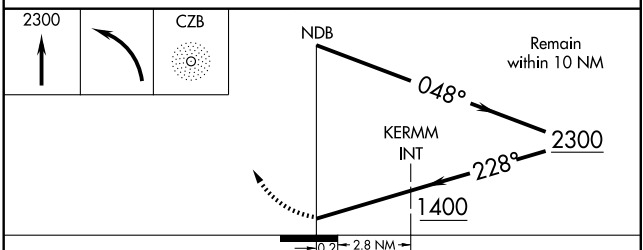
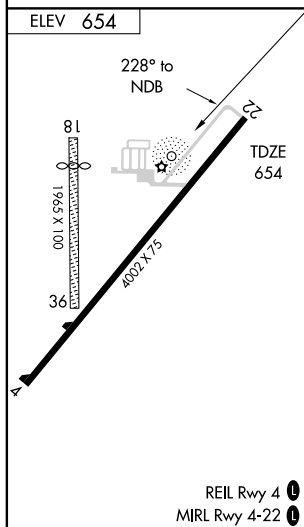
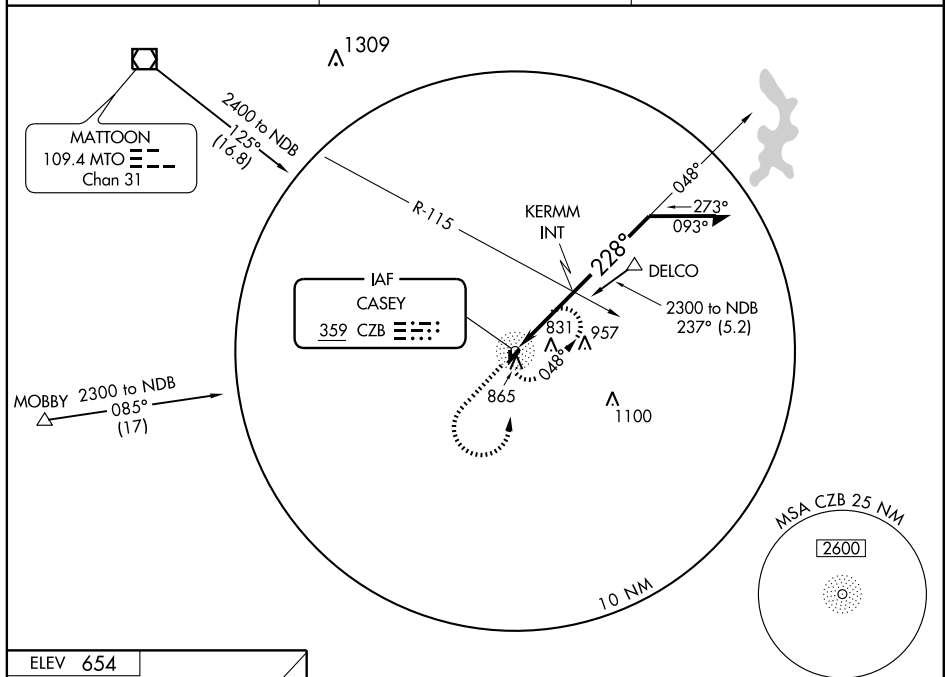
NDB CZB 359	APP CRS 228°	Rwy Idg TDZE Apt Elev	4002 654 654
-----------------------	------------------------	-----------------------------	---

NDB RWY 22

CASEY MUNI (1H8)

<p>Visibility reduction by helicopters NA. Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.</p> <p>NA</p>	<p>MISSED APPROACH: Climb to 2300 then left turn direct CZB NDB and hold.</p>
--	---

TERRE HAUTE ASOS 127.5 284.4	HULMAN APP CON ★ 125.45 288.15	UNICOM 122.8 (CTAF) 0
--	--	---------------------------------



CATEGORY	A	B	C	D
S-22	1400-1 746 (800-1)	1400-1¼ 746 (800-1¼)	1400-2¼ 746 (800-2¼)	1400-2½ 746 (800-2½)
CIRCLING	1400-1 746 (800-1)	1400-1¼ 746 (800-1¼)	1400-2¼ 746 (800-2¼)	1400-2½ 746 (800-2½)
KERMM FIX MINIMUMS				
S-22	1280-1 626 (700-1)	1280-1¾ 626 (700-1¾)	1280-2 626 (700-2)	1280-2½ 626 (700-2½)
CIRCLING	1320-1 666 (700-1)	1320-1¾ 666 (700-1¾)	1320-2 666 (700-2)	1320-2½ 666 (700-2½)

APP CRS **042°**
 Rwy ldg **4002**
 TDZE **653**
 Apt Elev **654**

RNAV (GPS) RWY 4

CASEY MUNI (1H8)

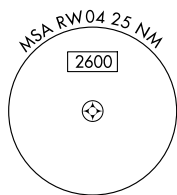
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ NA Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.

MISSED APPROACH: Climb to 2500 direct LUDJU and hold.

TERRE HAUTE ASOS
127.5 284.4

HULMAN APP CON ★
125.45 288.15

UNICOM
122.8 (CTAF)



1309



Procedure NA for arrivals at MOBBY on V14 westbound and V72-429 northbound.

MOBBY 2300 123° (6, 6)

(IAF) JEDGA

2300 NoPT 132° (5)

(FAF) COTGA 2300 042° (6)

(IF/IAF) FOXUK

2300 NoPT 312° (5)

042° 222° 4 NM

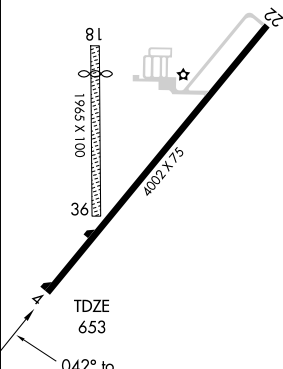
RW04

831 865 957 1100

Procedure NA for arrivals at WORKE on V12 eastbound.

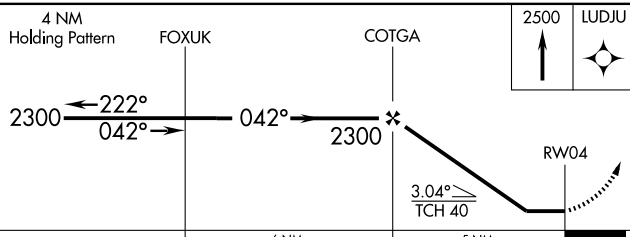
2300 270° (14) WORKE

ELEV 654



REIL Rwy 4

MIRL Rwy 4-22



CATEGORY	A	B	C	D
LNVA MDA	1260-1	607 (700-1)	1260-1 ³ / ₄ 607 (700-1 ³ / ₄)	1260-2 607 (700-2)
CIRCLING	1320-1	666 (700-1)	1320-1 ³ / ₄ 666 (700-1 ³ / ₄)	1320-2 666 (700-2)

APP CRS	Rwy ldg	4002
222°	TDZE	654
	Apt Elev	654

RNAV (GPS) RWY 22

CASEY MUNI (1H8)

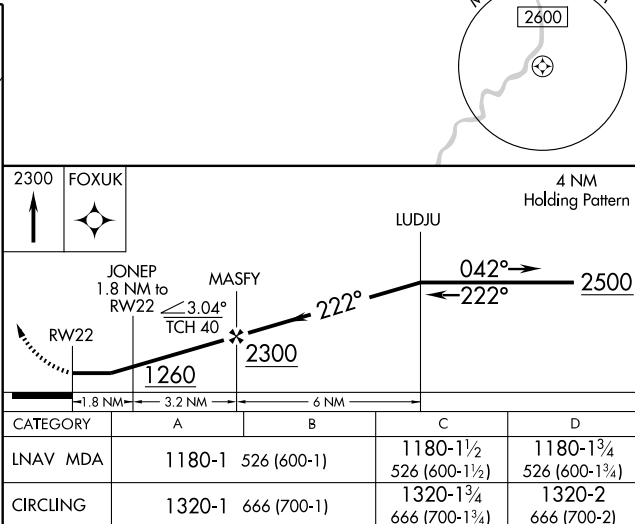
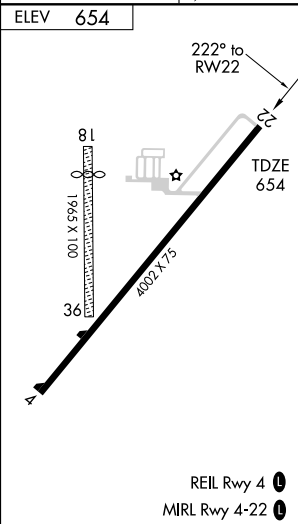
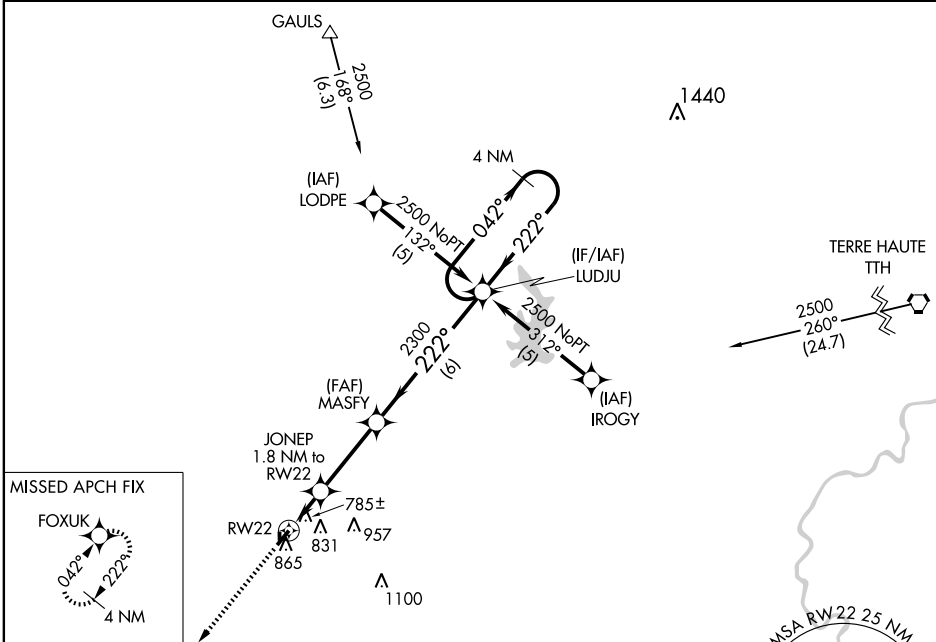
▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
△ NA Use Terre Haute Intl-Hulman Field altimeter setting; when not received, use Robinson altimeter setting.

MISSED APPROACH: Climb to 2300 direct FOXUK and hold.

TERRE HAUTE ASOS
127.5 284.4

HULMAN APP CON ★
125.45 288.15

UNICOM
122.8 (CTAF) ①



CASEY MUNI (1H8) 1 NW UTC-6(-5DT) N39°18.15' W88°00.24'

654 B S4 FUEL 100LL TPA-1454(800) NOTAM FILE STL

RWY 04-22: H4002X75 (ASPH) S-12 MIRL

RWY 04: REIL. Trees.

RWY 22: Road. Rgt tfc.

RWY 18-36: 1965X100 (TURF)

RWY 18: Thld displcd 315'. Road. Rgt tfc.

RWY 36: Road.

AIRPORT REMARKS: Attended 1400Z±-2300Z±. MIRL Rwy 04-22 and

REIL Rwy 04 preset on low ints; to incr ints and ACTIVATE twy
lghts—CTAF. Rwy 18 displcd thld marked with white gravel in shape
of "L" on rwy edges.

COMMUNICATIONS: CTAF/UNICOM 122.8

⑧ HULMAN APP/DEP CON 125.45 (1100-0300Z±)

⑧ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z±)

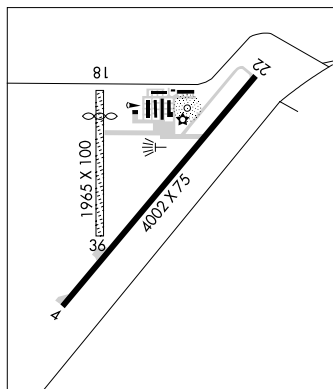
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 041° 32 NM to fld. 540/3E.

NDB (MHW) 359 CZB N39°18.31' W88°00.12' at fld.

Unmonitored. NOTAM FILE STL.

**CENTRAL ILLINOIS RGNL ARPT AT BLOOMINGTON-NORMAL** (See BLOOMINGTON/NORMAL)**CENTRALIA MUNI** (ENL) 2 E UTC-6(-5DT) N38°30.91' W89°05.47'

534 B S2 FUEL 100LL, JET A NOTAM FILE ENL

RWY 18-36: H5001X75 (ASPH) S-30, D-40 MIRL 0.3% up S

RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 25'. Tree.

RWY 09-27: H3300X60 (ASPH) S-12.5 MIRL

RWY 09: REIL. Road.

RWY 27: REIL. Tree.

AIRPORT REMARKS: Attended 1400Z±-dusk. For svc after hrs call
618-533-1626. MIRL Rwy 09-27 and REIL Rwy 09 and Rwy 27
on request through UNICOM.

WEATHER DATA SOURCES: AWOS-3 121.125 (618) 533-4417. HIWAS
115.0 ENL.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 115.0T (ST LOUIS RADIO)

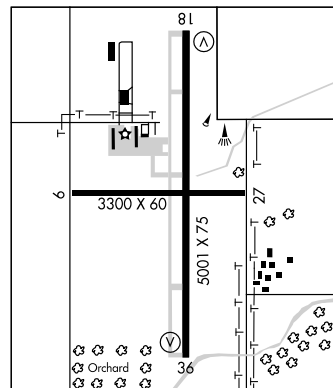
KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

(H) VORTAC 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 025° 6.5 NM to fld. 546/4E. HIWAS.

VOR portion unusable 100°-134° blo 3000'; 135°-140° blo
2700'.

**CHAMPAIGN** N40°02.07' W88°16.56' NOTAM FILE CMI.

(L) VORTAC 110.0 CMI Chan 37 at University of Illinois-Willard. 745/3E.

RCO 122.1R 110.0T (ST LOUIS RADIO)

CHAMPAIGN/URBANA N40°02.07' W88°16.56'

RCO 122.45 (ST LOUIS RADIO)

ST LOUIS

H-5E, L-27C

IAP

CHICAGO

L-27C

CHICAGO

L-27C

APP CRS 182°	Rwy Idg TDZE 520	5001
	Apt Elev 534	

RNAV (GPS) RWY 18

CENTRALIA MUNI (ENL)



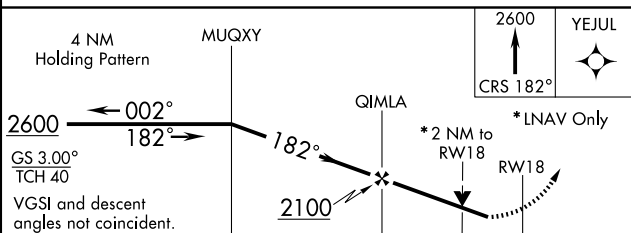
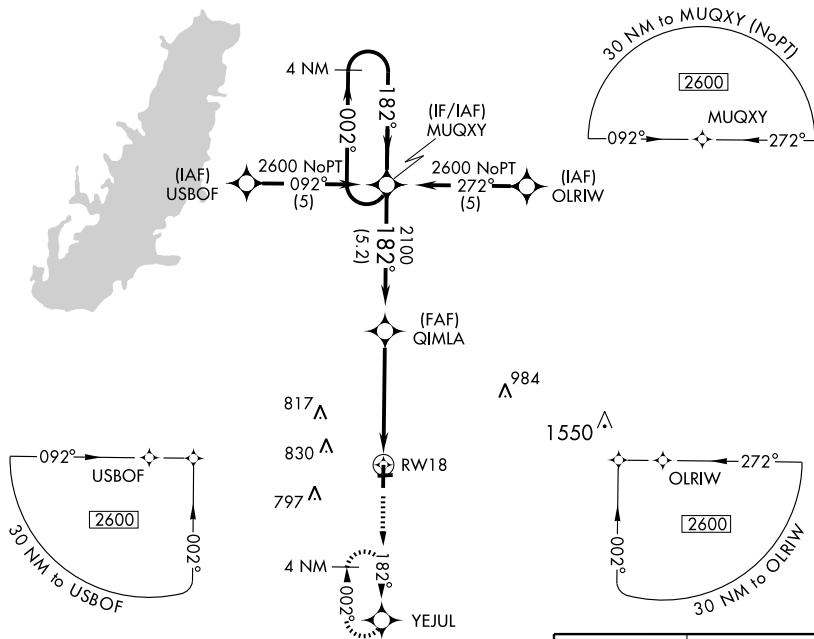
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (3°F).

MISSED APPROACH: Climb to 2600 via
182° course to YEJUL WP and hold.

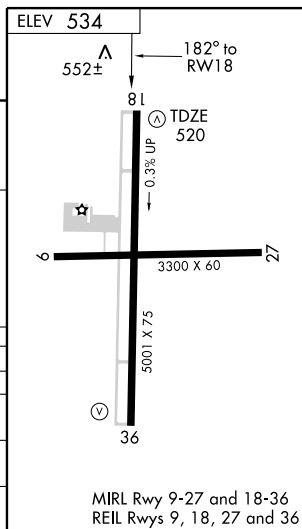
AWOS-3
121.125

KANSAS CITY CENTER
127.7 317.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
GLS PA DA	NA			
RNAV/VNAV DA	900-1¼ 380 (400-1¼)			
RNAV MDA	1180-1 660 (700-1)	1180-1¼ 660 (700-1¼)	1180-2 660 (700-2)	
CIRCLING	1180-1¼ 646 (700-1¼)	1180-1¼ 646 (700-1¼)	1200-2 666 (700-2)	



APP CRS 002°	Rwy Idg TDZE Apt Elev	5001 534 534
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RNAV (GPS) RWY 36

CENTRALIA MUNI (ENL)



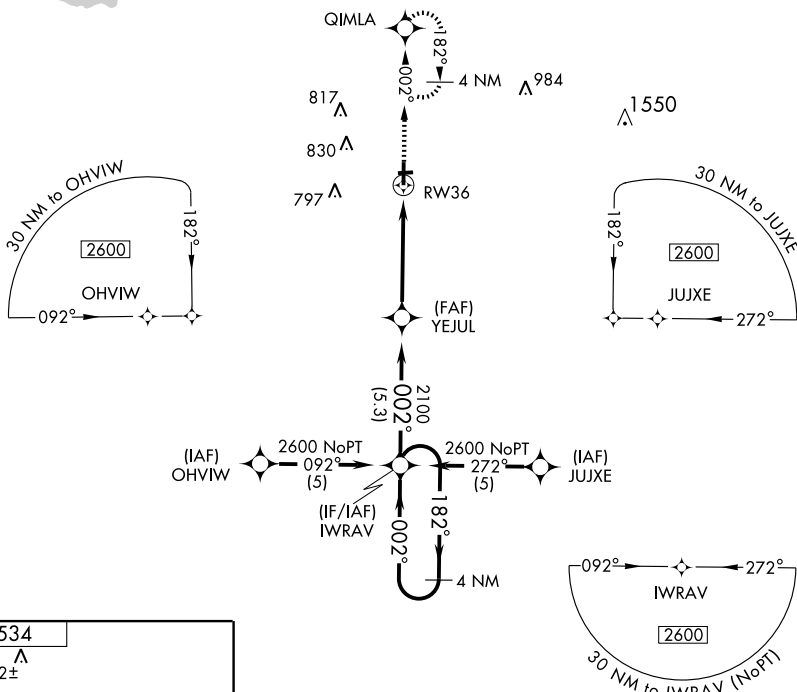
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (3°F).

MISSED APPROACH: Climb to 2600
via 002° course to QIMLA WP and hold.

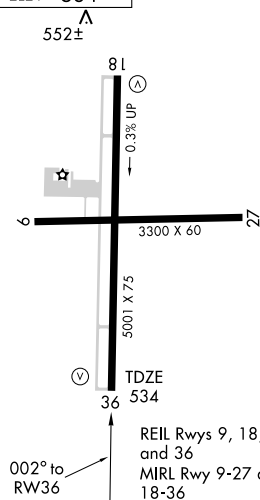
AWOS-3
121.125

KANSAS CITY CENTER
127.7 317.7

UNICOM
122.8 (CTAF)



ELEV 534



2600 ↑ CRS 002°		QIMLA		IWRAP		4 NM Holding Pattern	
*LNAV Only		*1.3 NM to RW36		YEJUL		182° → 2600	
RW36		1.3 NM		3.4 NM		← 002°	
1.3 NM		3.4 NM		5.3 NM		GS 3.00°	
CATEGORY		A		B		C	
GLS PA DA		NA		NA		D	
LNAV/VNAV DA		920-1¼		386 (400-1¼)			
LNAV MDA		980-1 446 (500-1)		980-1¼ 446 (500-1¼)		980-1½ 446 (500-1½)	
CIRCLING		980-1¼ 446 (500-1¼)		1000-1¼ 466 (500-1¼)		1000-1½ 466 (500-1½)	
						1200-2 666 (700-2)	

CENTRALIA, ILLINOIS

Orig 08157

38° 31' N - 89° 05' W

CENTRALIA MUNI (ENL)

RNAV (GPS) RWY 36

VORTAC ENL
115.0
Chan **97**

APP CRS
027°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
534

VOR-A
CENTRALIA MUNI (ENL)

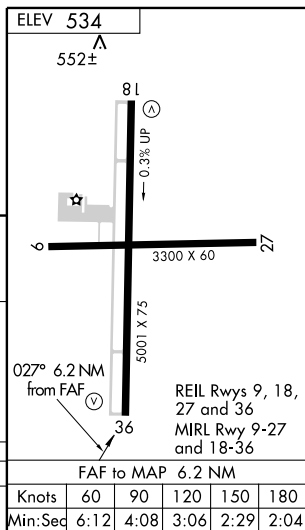
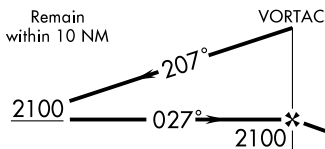
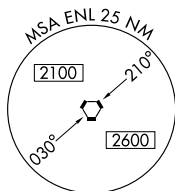
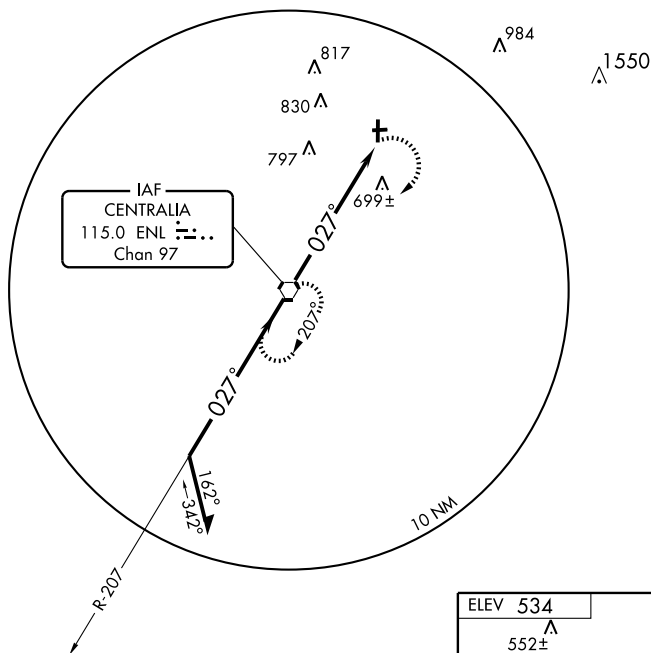


MISSED APPROACH: Climbing right turn to 2100
direct ENL VORTAC and hold.

AWOS-3
121.125

KANSAS CITY CENTER
127.7 317.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	980-1 446 (500-1)	1000-1 466 (500-1)	1000-1½ 466 (500-1½)	1200-2 666 (700-2)

D



CHAMPAIGN/URBANA

UNIVERSITY OF ILLINOIS—WILLARD

(CMI) 5 SW UTC-6(-5DT) N40°02.33' W88°16.67'

CHICAGO

755 B S4 FUEL 100LL, JET A1 + OX 1 TPA-1505(750) Class I, ARFF Index B

H-5E, L-27C

NOTAM FILE CMI

IAP, AD

RWY 14L-32R: H8102X150 (ASPH-CONC-GRVD) S-100, D-180, 2S-175, 2D-260 HIRL

RWY 14L: VASI(V4L)—GA 3.0° TCH 31'.

RWY 32R: MALSR. VASI(V4L)—GA 3.0° TCH 54'.

RWY 04-22: H6501X150 (CONC-GRVD) S-100, D-180, 2S-175, 2D-260 MIRL

RWY 04: VASI(V4L)—GA 3.0° TCH 45'.

RWY 22: VASI(V4L)—GA 3.0° TCH 41'. Tree.

RWY 18-36: H5302X150 (CONC) S-40, D-50, 2D-90 MIRL

RWY 36: VASI(V4L)—GA 3.0° TCH 40'. Tree.

RWY 14R-32L: H3817X75 (ASPH) S-12.5, D-12.5, 2S-175 MIRL

RWY 14R: PAPI(P4L)—GA 3.0° TCH 35'.

RWY 32L: PAPI(P4L)—GA 3.0° TCH 35'.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	14L-32R	3600
RWY 14L	04-22	3550
RWY 18	04-22	4100
RWY 22	18-36	4700
RWY 32R	04-22	4050
RWY 36	14L-32R	3950

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14R: TORA-3817 TODA-3817 ASDA-3817 LDA-3817

RWY 32L: TORA-3817 TODA-3817 ASDA-3817 LDA-3817

AIRPORT REMARKS: Attended 1200-0500Z†. Rwy 18-36 CLOSED 0500-1200Z†. Rwy 18-36 CLOSED to scheduled air carrier ops 10 seats or more and clsd to unscheduled air carrier ops greater than 30 passenger seats. Avbl for air carrier taxi only. Rwy 14R-32L CLOSED 0500-1200Z†. Birds on and in/ovf arpt. AER 22 and 32 not visible from each other. Rwy 14L and Rwy 18 apch ends are closely aligned. Rwy 04 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats between 0500-1200Z†, call arpt manager 217-244-8689/8764. Taxiing acft should use caution in early morning and late afternoon hrs; sun glare may make visual recognition of signs and pavement markings difficult. Twy A5 and Twy C1 southwest of Rwy 14L-32R closed to acft over 11800 lbs. Twy A6 and A7, adjacent to ramp, not visible from the control twr. When twr is clsd Rwy 32R is the preferred calm wind rwy. When twr clsd HIRL Rwy 14L-32R preset on radio control, to increase ints and ACTIVATE MIRL Rwy 04-22 and MALSR Rwy 32R—CTAF. Itinerant parking on SE ramp only.

WEATHER DATA SOURCES: ASOS (217) 352-9118.**COMMUNICATIONS:** CTAF 120.4 ATIS 124.85 UNICOM 122.95

CHAMPAIGN RCO 122.1R 110.0T (ST LOUIS RADIO)

CHAMPAIGN/URBANA RCO 122.45 (ST LOUIS RADIO)

⑦ CHAMPAIGN APP/DEP CON 132.85 (136°-315°) 121.35 (316°-135°) 133.97 (1200-0500Z†)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

CHAMPAIGN TOWER 120.4 118.25 (1200-0500Z†) GND CON 121.8 CLNC DEL 128.75

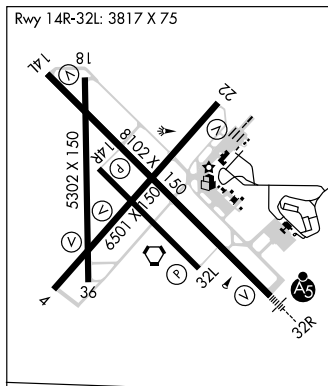
AIRSPACE: CLASS C svc 1200-0500Z† etc APP CON other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07' W88°16.56' at fld. 745/3E.

VEALS NDB (LOM) 407 CM N39°57.97' W88°10.95' 315° 6.2 NM to fld.

ILS 109.1 I-CMI Rwy 32R. Class IE. LOM VEALS NDB. ILS unmonitored when twr clsd.

ASR (1200-0500Z†)



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS- WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-CMI <u>109.1</u>	APP CRS 316°	Rwy Idg 8102 TDZE 750 Apt Elev 755
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ILS or LOC RWY 32R
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

T *RVR 1800 authorized with the use of FD or AP or HUD to DA.
A When local altimeter setting not received, use Rantoul altimeter
 ASR setting and increase DA 41 feet, and all MDA 60 feet, increase
 S-LOC 32R Cat. C visibility to RVR 4000.

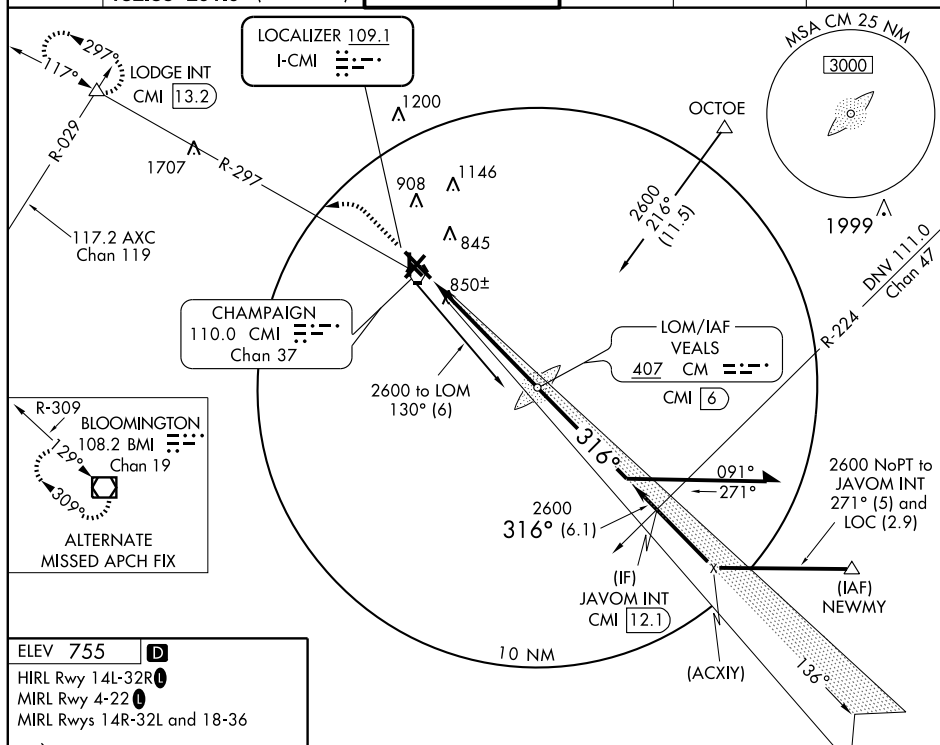
MALSR

MISSED APPROACH: Climb to 1200, then climbing left turn to 2800 via CMI VORTAC R-297 to LODGE Int/CMI VORTAC 13.2 DME and hold.

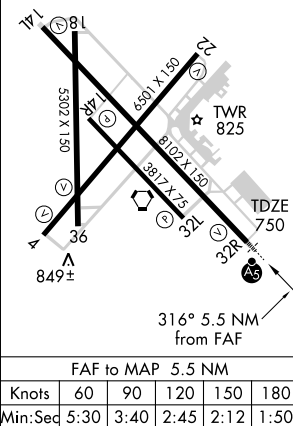
ATIS	CHAMPAIGN APP CON★
124.85	121.35 285.65 (316°-135°)
	132.85 291.0 (136°-315°)

CHAMPAIGN TOWER ★
120.4 (CTAF) **L** 229.4

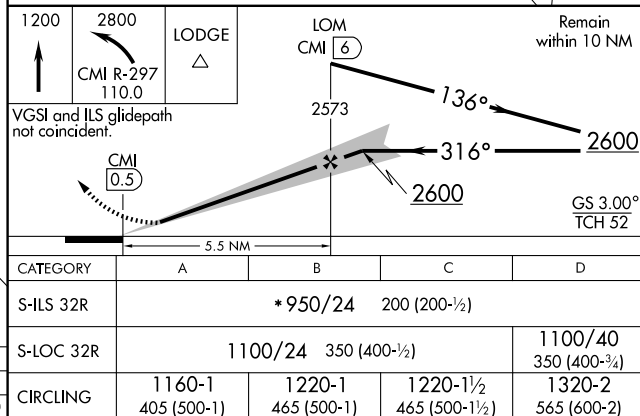
GND CON
121.8

CLNC DEL
128.75UNICOM
122.95

ELEV 755	D
HIRL Rwy 14L-32R	L
MIRL Rwy 4-22	L
MIRL Rwy 14R-32L and 18-36	



CHAMPAIGN-URBANA, ILLINOIS
Amdt 12 10266



CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMT)

ILS or LOC RWY 32R

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOM CM 407	APP CRS 316°	Rwy Idg TDZE Apt Elev	8102 750 755
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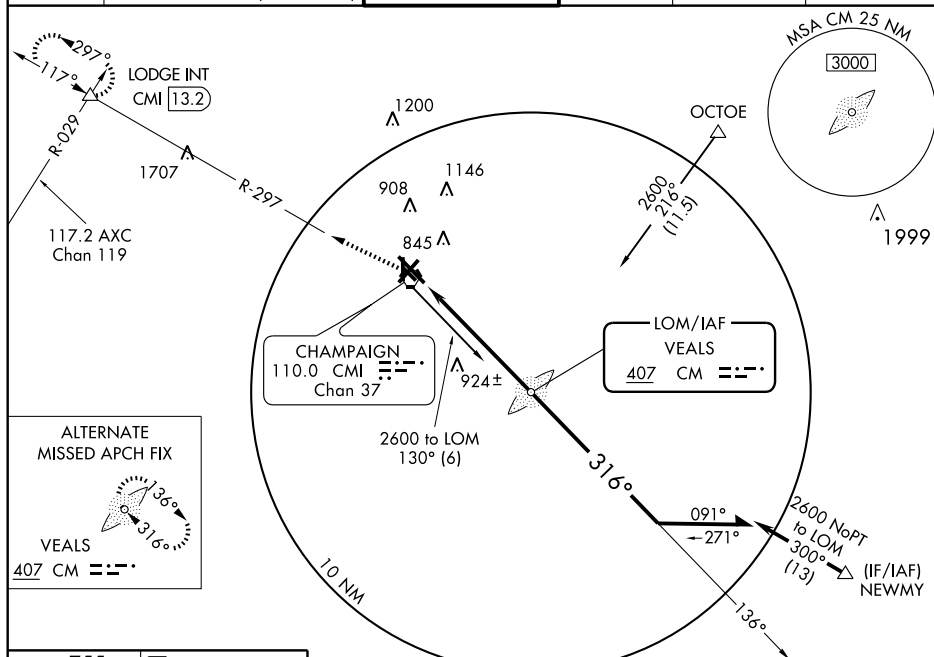
NDB RWY 32R
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

NA When local altimeter setting not received, use Rantoul altimeter setting and increase all MDA 60 feet. Increase S-32R Cat. C visibility to RVR 5000, Cat. D visibility to 1½ miles.

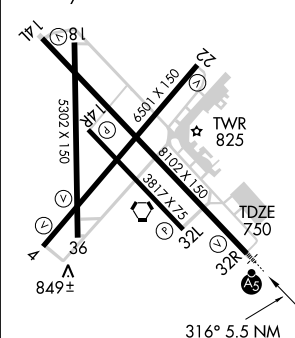
MALSR

MISSED APPROACH: Climbing left turn to 2800 via CMI VORTAC R-297 to LODGE Int/CMI 13.2 DME and hold.

ATIS 124.85	CHAMPAIGN APP CON★ 121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	CHAMPAIGN TOWER★ 120.4 (CTAF) 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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ELEV 755 **D**
HIRL Rwy 14L-32R
MIRL Rwy 4-22
MIRL Rwy 14R-32L and 18-36



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CHAMPAIGN-URBANA, ILLINOIS
Amdt 11 10266

<div>2800</div> <div></div> <div>CMI R-297 110.0</div> <div>LODGE</div> <div></div>		<div>Remain within 10 NM</div> <div>LOM</div> <div></div> <div>136°</div> <div>2600</div> <div>316°</div> <div>2600</div> <div></div> <div>3.09°</div> <div>TCH 56</div> <div>5.5 NM</div>			
CATEGORY	A	B	C	D	
S-32R	1240/40 490 (500-¾)			1240/60 490 (500-1¼)	
CIRCLING	1240-1 485 (500-1)		1240-1½ 485 (500-1½)	1320-2 565 (600-2)	

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)
40°02'N - 88°17'W
NDB RWY 32R

WAAS CH 58311 W04A	APP CRS 041°	Rwy Idg 6501 TDZE 751 Apt Elev 755
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RNAV (GPS) RWY 4

CHAMPAIGN-URBANA / UNIVERSITY OF ILLINOIS-WILLARD (CMI)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, and all MDA 60 feet. Increase LNAV Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Rantoul altimeter setting.

MISSED APPROACH: Climb to 2800 direct MUGTE and hold.

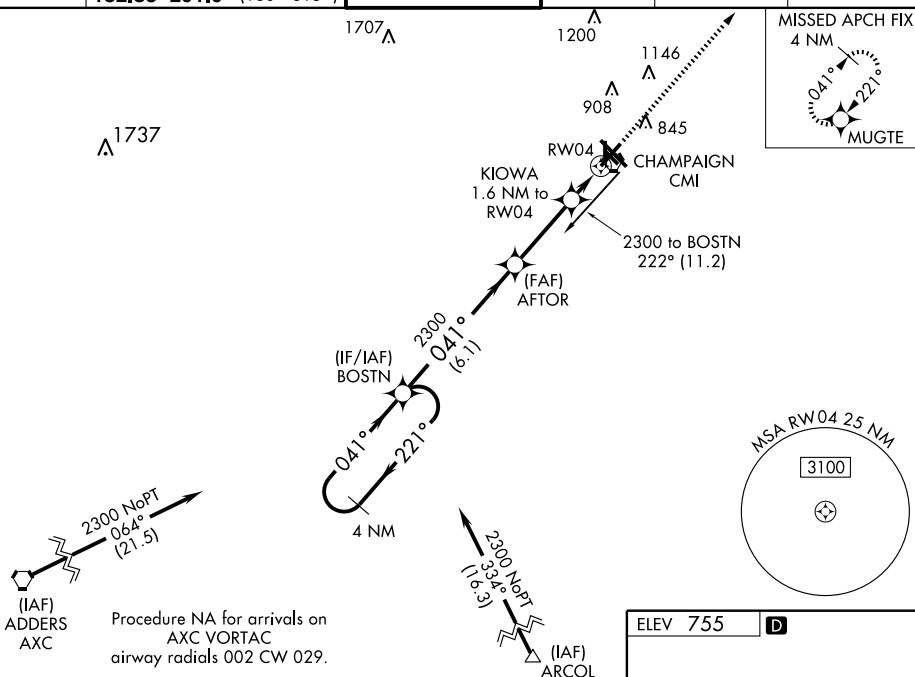
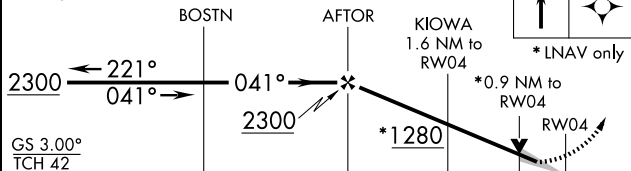
ATIS
124.85

CHAMPAIGN APP CON★
121.35 285.65 (316°-135°)
132.85 291.0 (136°-315°)

CHAMPAIGN TOWER★
120.4(CTAF) L 229.4

GND CON
121.8

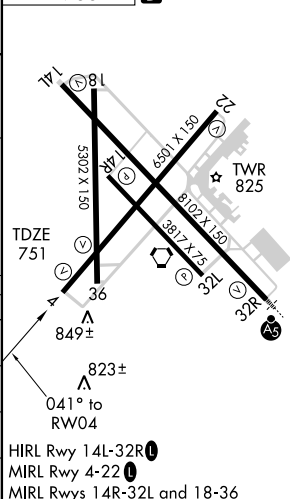
CLNC DEL
128.75

UNICOM
122.954 NM
Holding Pattern

CATEGORY	A	B	C	D
LPV DA	1001-1 250 (300-1)			
LNAV/ VNAV DA	1083-1¼ 332 (400-1¼)			
LNAV MDA	1080-1 329 (400-1)			
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

ELEV 755

D



CHAMPAIGN-URBANA, ILLINOIS
Orig-A 23SEPT10

CHAMPAIGN-URBANA / UNIVERSITY OF ILLINOIS-WILLARD (CMI)
40°02'N - 88°17'W BNAV (CPS) BWV 4

RNAV (GPS) RWY 4

EC-3. 23 SEP 2010 to 21 OCT 2010

WAAS CH 86419 W14A	APP CRS 136°	Rwy Idg TDZE Apt Elev	8102 755 755
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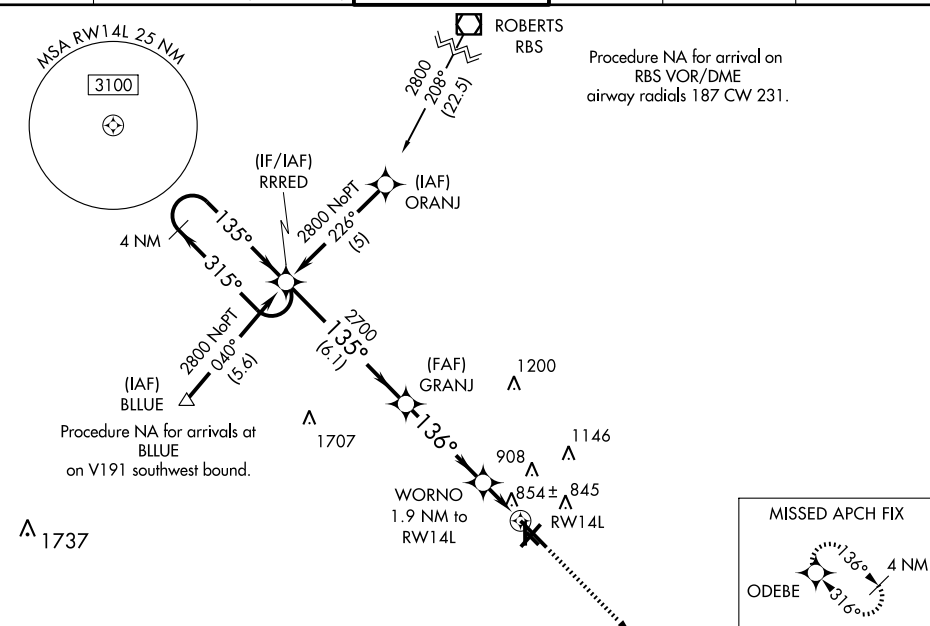
RNAV (GPS) RWY 14L

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
 DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rantoul altimeter setting.

MISSED APPROACH:
Climb to 2600 direct ODEBE and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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4 NM Holding Pattern	RRRED	GRANJ	2700	2600	ODEBE
2800	← 315°	135° →	135°	136°	1380
GS 3.00° TCH 48	6.1 NM	4 NM	0.9	1 NM	
WORNO 1.9 NM to RW14L					
CATEGORY	A	B	C	D	
LPV DA	955-¾ 200 (200-¾)				
LNAV/VNAV DA	1170-1½ 415 (500-1½)				
LNAV MDA	1120-1 365 (400-1)			1120-1¼ 365 (400-1¼)	
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)	

HIRL Rwy 14L-32R **1**
 MIRL Rwy 4-22 **1**
 MIRL Rwy 14R-32L and 18-36

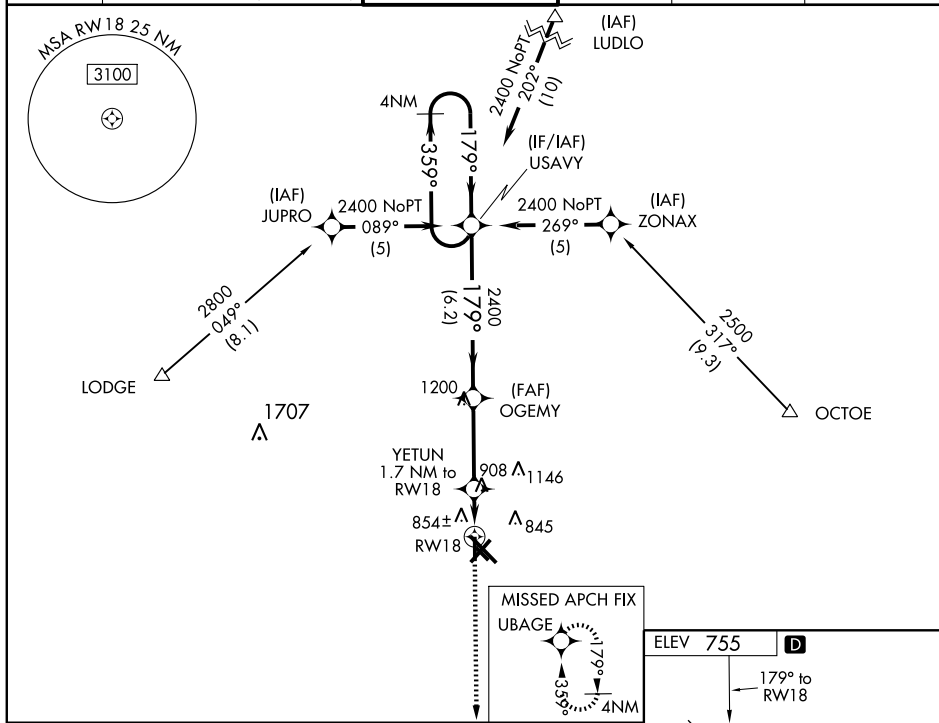
WAAS Ch 45919 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	5302 753 755
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RNAV (GPS) RWY 18
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMT)

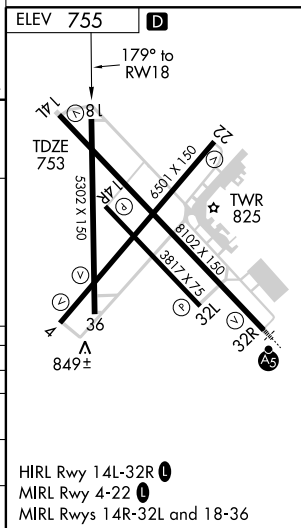
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rantoul altimeter setting.

MISSED APPROACH:
Climb to 2400 direct
UBAGE and hold.

ATIS 124.85	CHAMPAIGN APP CON★ 121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	CHAMPAIGN TOWER★ 120.4 (CTAF) 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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<p>4 NM Holding Pattern</p> <p>USAVY</p> <p>OGEMY</p> <p>2400</p> <p>YETUN 1.7 NM to RW18</p> <p>* LNAV only</p> <p>* 1.1 NM to RW18</p> <p>RW18</p> <p>* 1320</p> <p>6.2 NM</p> <p>3.3 NM</p> <p>0.6</p> <p>1.1</p>				
CATEGORY	A	B	C	D
LPV DA	953-¾ 200 (200-¾)			
LNAV/VNAV DA	1145-1½ 392 (400-1½)			
LNAV MDA	1160-1	407 (500-1)	1160-1¼	407 (500-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)



HIRL Rwy 14L-32R **1**
MIRL Rwy 4-22 **1**
MIRL Rwy 14R-32L and 18-36

WAAS CH 97619 W22A	APP CRS 221°	Rwy Idg TDZE Apt Elev	6501 750 755
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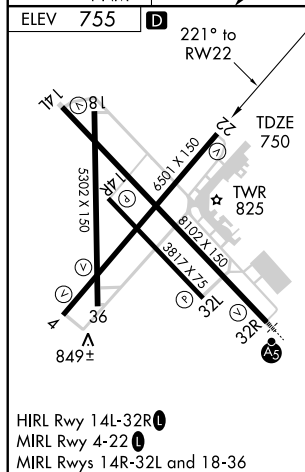
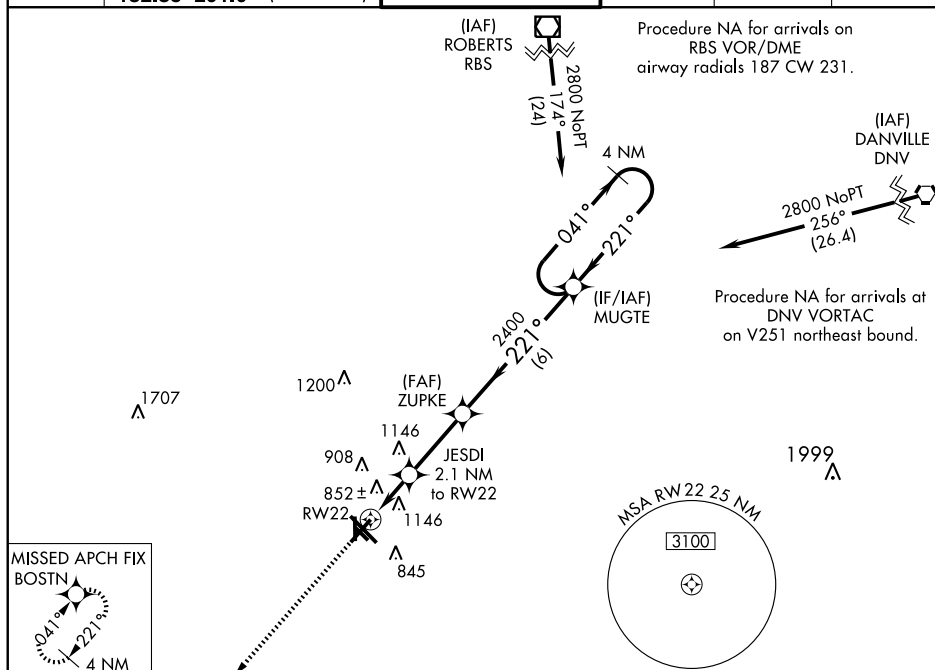
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

RNAV (GPS) RWY 22

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet. Baro-VNAV and VDP NA when using Rantoul altimeter setting. LNAV and Circling minimums NA with Rantoul altimeter setting.

MISSED APPROACH:
Climb to 2300 direct BOSTN and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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2300

BOSTN

*LNAV only

RW22

*1 NM to RW22

JESDI

2.1 NM to RW22

ZUPKE

2400

MUGTE

4 NM Holding Pattern

041° →

← 221°

2800

GS 3.00°

TCH 43

1 NM

1.1

2.9 NM

6 NM

*1460

2400

CATEGORY	A	B	C	D
LPV DA	1000-1 250 (300-1)			
LNAV/VNAV DA	1219-1¾ 469 (500-1¾)			
LNAV MDA	1120-1 370 (400-1)			1120-1¼ 370 (400-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

WAAS CH 61110 W32A	APP CRS 316°	Rwy Idg 8102 TDZE 749 Apt Elev 754
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RNAV (GPS) RWY 32R

CHAMPAIGN-URBANA / UNIVERSITY OF ILLINOIS-WILLARD (CMT)

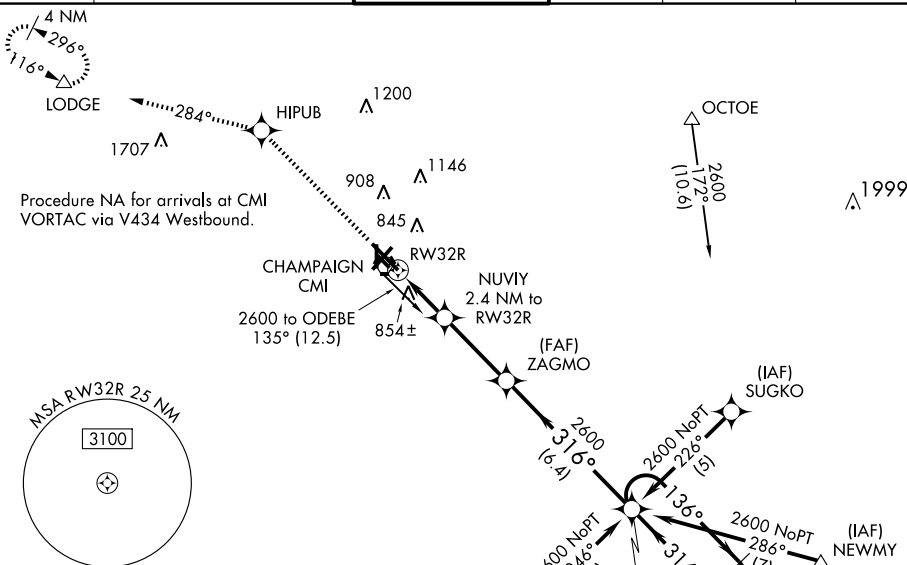
▼
▲
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Rantoul altimeter setting. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat. C visibility to RVR 4000. For inoperative MALSRS, increase LNAV Cat. D visibility to RVR 6000.



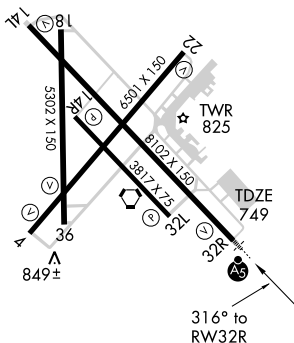
MISSED APPROACH:
Climb to 2800 direct
HIPUB and via 284°
track to LODGE
and hold.




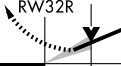
ATIS 124.85	CHAMPAIGN APP CON★ 121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	CHAMPAIGN TOWER★ 120.4 (CTAF) 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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ELEV 754

D



2800	HIPUB	TRK 284°	LODGE	VGSI and RNAV glidepath not coincident.			
				ZAGMO	ODEBE	4 NM Holding Pattern	
*LNAV only.		NUVIY 2.4 NM to RW32R					
*1 NM to RW32R		*1560		316°	2600	136° →	2600
				2600			GS 3.00° TCH 52
1 NM		1.4 NM		3.2 NM		6.4 NM	
CATEGORY	A		B		C		D
LPV DA			999/24		250 (300-½)		
LNAV/ VNAV DA			1153/50		404 (400-1)		
LNAV MDA	1120/24		371 (400-½)		1120/50 371 (400-1)		
CIRCLING	1160-1 406 (500-1)		1220-1 466 (500-1)		1220-1½ 466 (500-1½)		1320-2 566 (600-2)

CHAMPAIGN-URBANA, ILLINOIS
Orig 09295

CHAMPAIGN-URBANA / UNIVERSITY OF ILLINOIS-WILLARD (CMT)
40° 02'N - 88° 17'W

RNAV (GPS) RWY 32R

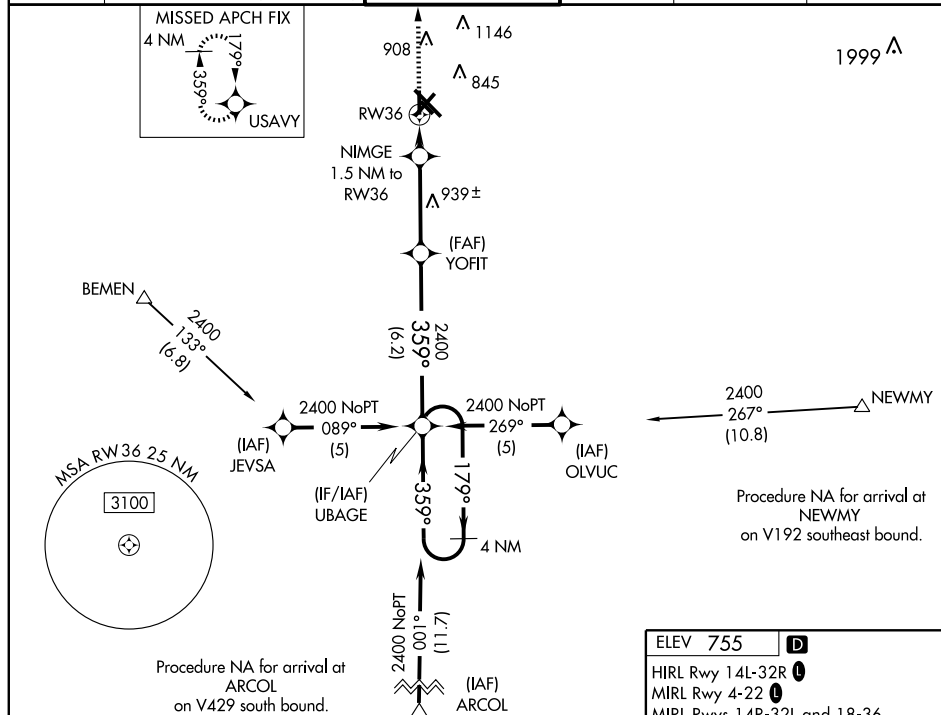
WAAS CH 77919 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	5302 752 755
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RNAV (GPS) RWY 36
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMT)

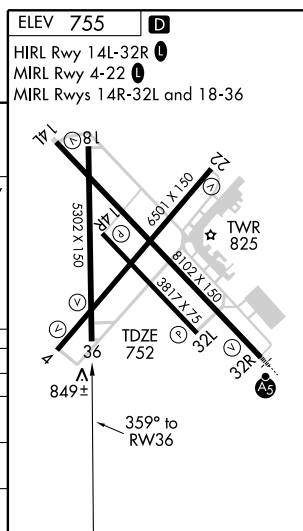
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rantoul altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats and LNAV Cat C ASR visibility ½ mile. Baro-VNAV and VDP NA when using Rantoul altimeter setting.

MISSED APPROACH:
Climb to 2400 direct
USAVY and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (316° -135°) 132.85 291.0 (136° -315°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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4 NM Holding Pattern	UBAGE	YOFIT	2400	USAVY
2400	179°	359°	2400	NIMGE 1.5 NM to RW36
GS 3.00°	TCH 42	2400	1260	*1 NM to RW36
6.2 NM	3.5 NM	0.5 NM	1 NM	
CATEGORY	A	B	C	D
LPV DA		1022-1	270 (300-1)	
LNAV/VNAV DA		1119-1¼	367 (400-1¼)	
LNAV MDA		1100-1	348 (400-1)	1100-1¼ 348 (400-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)



VORTAC CMI 110.0 Chan 37	APP CRS 142°	Rwy Idg 8102 TDZE 755 Apt Elev 755
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VOR/DME RWY 14L
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

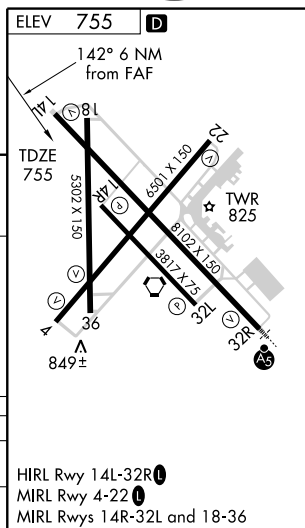
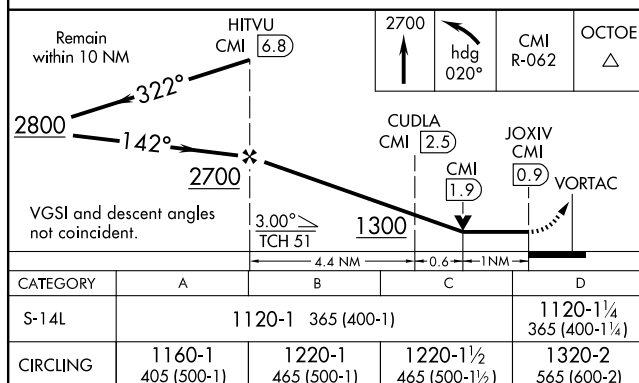
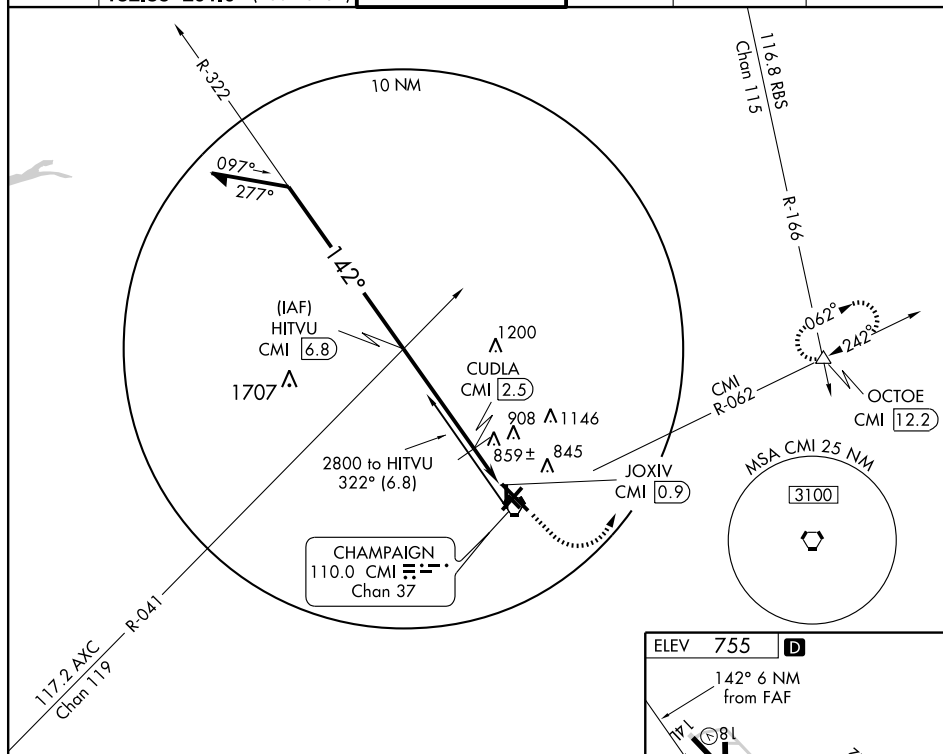
T When local altimeter setting not received, use Rantoul Natl
A altimeter setting and increase all MDA 60 feet and increase
 Cat C visibility $\frac{1}{4}$ mile.
 ASR VDP NA when using Rantoul Natl altimeter setting.

MISSED APPROACH: Climb to 2700 then left turn heading 020° and CMI R-062 to OCTOE Int/12.2 DME and hold.

ATIS	CHAMPAIGN APP CON★	
124.85	121.35	285.65 (316° -135°)
	132.85	291.0 (136° -315°)

CHAMPAIGN TOWER★
120.4 (CTAF) **L** 229.4

GND CON
121.8

CLNC DEL
128.75UNICOM
122.95

CHAMPAIGN-URBANA, ILLINOIS
Orig-A 23SEP10

CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)
40°02'N - 88°17'W VOR/DME RWY 14L

VOR/DME RWY 14L

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

VORTAC CMI
110.0
 Chan **37**

APP CRS
207°

Rwy Idg
 TDZE **749**
 Apt Elev **754**

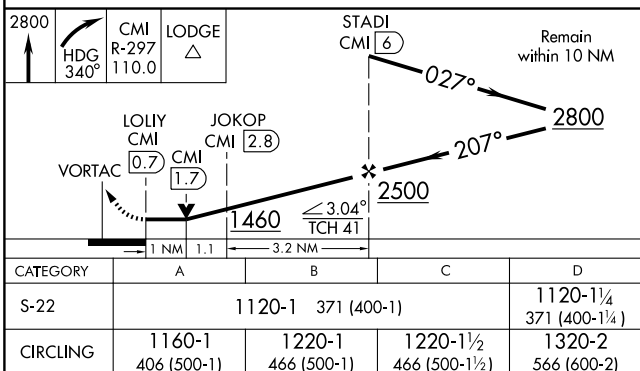
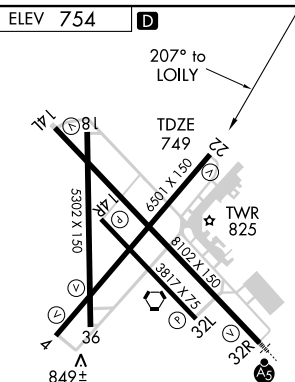
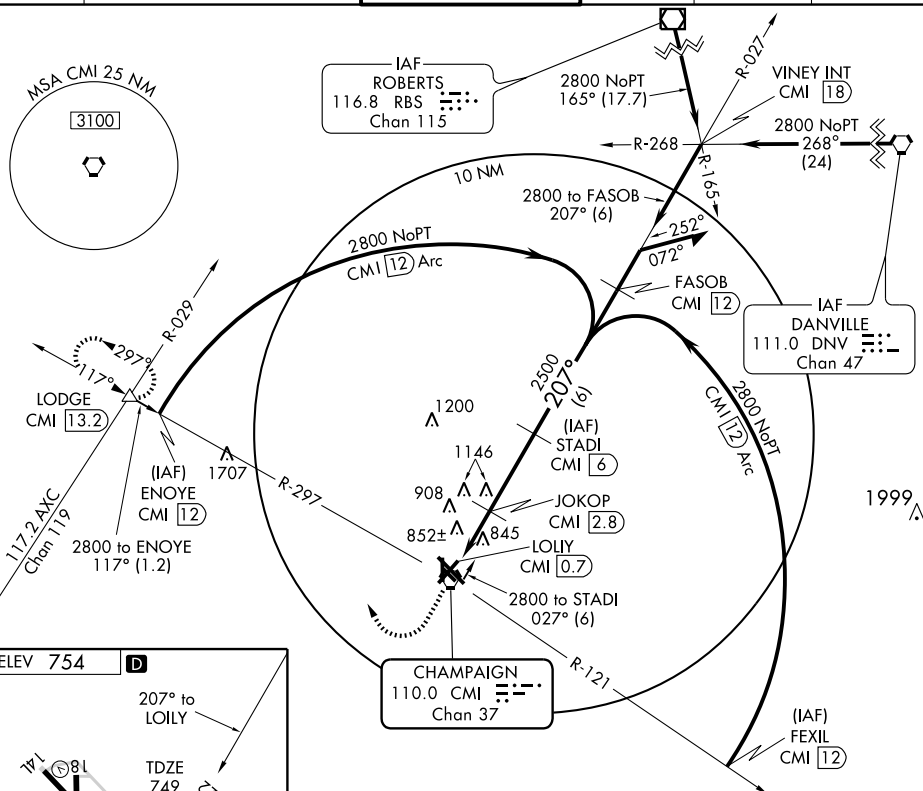
6501
749
754

VOR/DME RWY 22
 CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

✈
 ASR

MISSED APPROACH: Climb to 2800 then
 right turn via heading 340° and CMI R-297
 to LODGE Int/CMI 13.2 DME and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 0 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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HIRL Rwy 14L-32R **0**
 MIRL Rwy 4-22 **0**
 MIRL Rwy 14R-32L and 18-36

CHAMPAIGN-URBANA, ILLINOIS
 Amdt 8 10266

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

40°02'N - 88°17'W

VOR/DME RWY 22

VORTAC CMI 110.0 Chan 37	APP CRS 052°	Rwy Idg 6501 TDZE 751 Apt Elev 755
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|CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

ASA When local altimeter setting not received, use Rantoul altimeter setting and increase all MDA 60 feet, increase S-4 Cat. C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via CMI VORTAC R-062 to OCTOE Int/CMI 12.2 DME and hold.

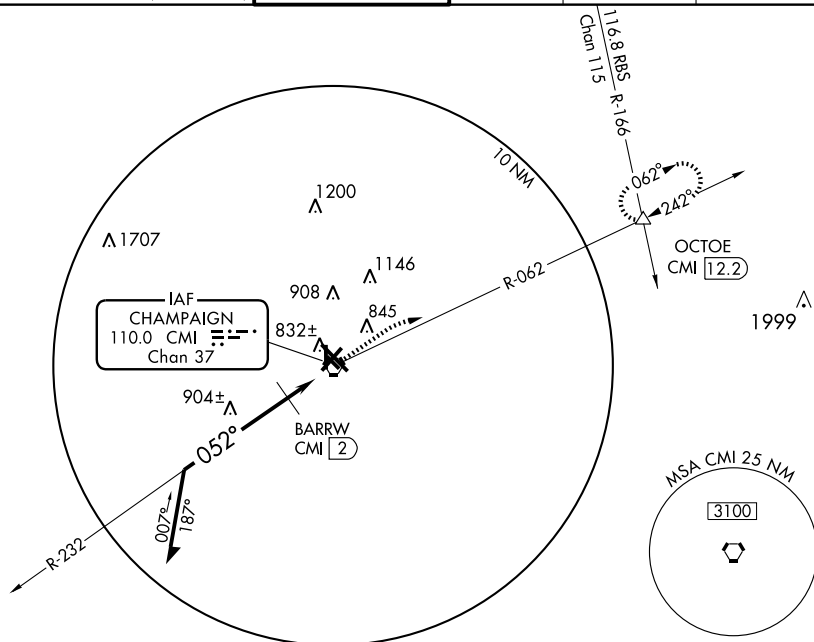
ATIS
124.85

CHAMPAIGN APP CON★

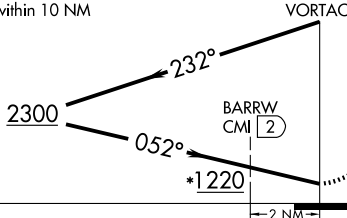
121.35	285.65	(316°-135°)
132.85	291.0	(136°-315°)

CHAMPAIGN TOWER ★
120.4 (CTAF) L 229.4

GND CON
121.8

CLNC DE
128.75UNICOM
122.95

Remain
within 10 NM



2000

27

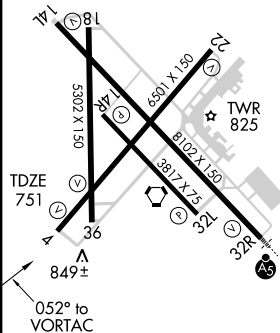
OCTOE
△

*1280 when using Rantoul altimeter setting.

CATEGORY	A	B	C	D
S-4	1220-1	469 (500-1)	1220-1¼ 469 (500-1¼)	1220-1½ 469 (500-1½)
CIRCLING	1220-1	465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)
BARRW FIX MINIMUMS				
S-4	1140-1 389 (400-1)			1140-1¼ 389 (400-1¼)
CIRCLING	1160-1 405 (500-1)	1220-1 465 (500-1)	1220-1½ 465 (500-1½)	1320-2 565 (600-2)

ELEV 755

— 133 —



HIRL Rwy 14L-32R **L**
MIRL Rwy 4-22 **L**
MIRL Rwy 14R-32L and 18-36

CHAMPAIGN-URBANA, ILLINOIS
Amdt 12 09295

CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

40° 02' N-88° 17' W

VOR RWY 4

VOR RWY 18

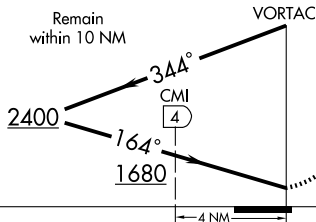
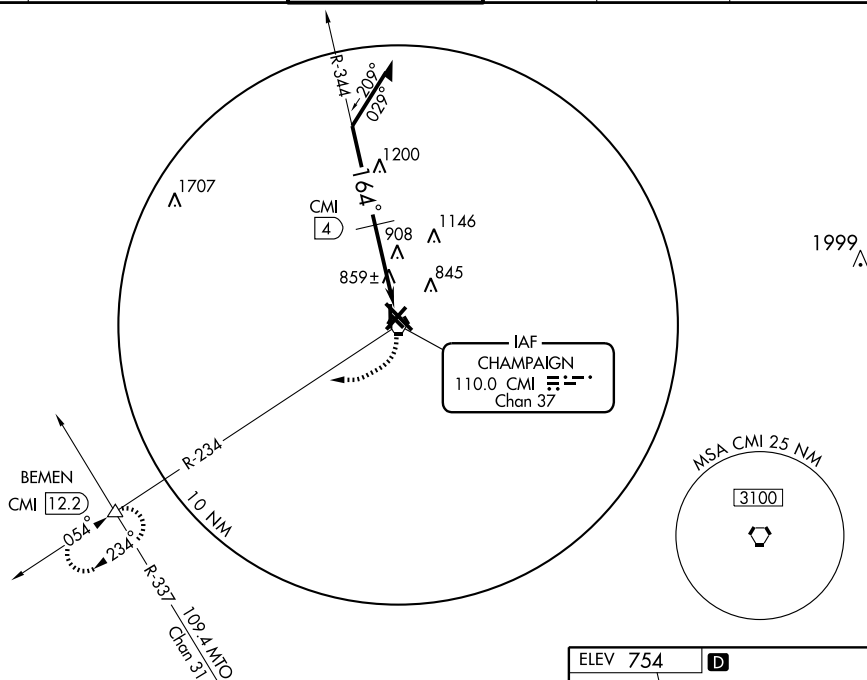
CHAMPAIGN-URBANA/ UNIVERSITY OF ILLINOIS-WILLARD (CMI)

VORTAC CMI 110.0 Chan 37	APP CRS 164°	Rwy Idg TDZE 753 Apt Elev 754	5302 753 754
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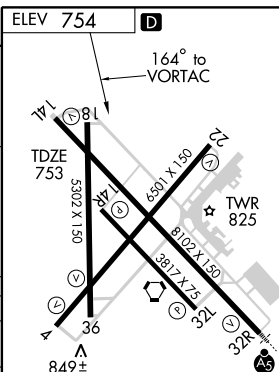
▽
▲ NA
ASR

MISSED APPROACH: Climbing right turn to 2500 via
CMI R-234 to BEMEN Int and hold.

ATIS 124.85	CHAMPAIGN APP CON ★ 121.35 285.65 (316°-135°) 132.85 291.0 (136°-315°)	CHAMPAIGN TOWER ★ 120.4 (CTAF) 229.4	GND CON 121.8	CLNC DEL 128.75	UNICOM 122.95
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2500
CMI R-234
110.0



CATEGORY	A	B	C	D
S-18	1680-1¼ 927 (1000-1¼)		1680-2¾ 927 (1000-2¾)	1680-3 927 (1000-3)
CIRCLING	1680-1¼ 926 (1000-1¼)		1680-2¾ 926 (1000-2¾)	1680-3 926 (1000-3)

DME MINIMUMS

CATEGORY	A	B	C	D
S-18	1220-1 467 (500-1)		1220-1¼ 467 (500-1¼)	1220-1½ 467 (500-1½)
CIRCLING	1220-1 466 (500-1)	1240-1 486 (500-1)	1240-1½ 486 (500-1½)	1320-2 566 (600-2)

HIRL Rwy 14L-32R
MIRL Rwy 4-22
MIRL Rws 14R-32L and 18-36

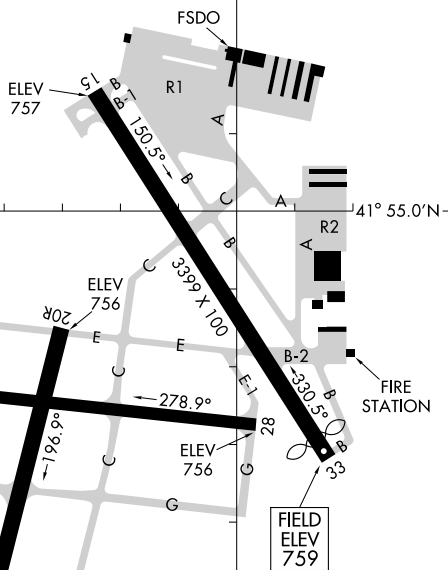
AIRPORT DIAGRAM

AL-5104 (FAA)

CHICAGO/ DUPAGE (DPA)
CHICAGO (WEST CHICAGO), ILLINOIS

ATIS
124.8
DUPAGE TOWER
120.9 257.8
GND CON
121.8
CLNC DEL
119.75

△ 908



CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

ANNUAL RATE OF CHANGE
0.1° W

RWY 02L-20R
S-30, D-45
RWY 02R-20L
S-30, D-45
RWY 10-28
S-30, D-45
RWY 15-33
S-30, D-45, 2D-100

AIRPORT DIAGRAM

CHICAGO (WEST CHICAGO), ILLINOIS
CHICAGO/ DUPAGE (DPA)

CHICAGO/WAUKEGAN**WAUKEGAN RGNL** (UGN) 35 N UTC-6(-5DT) N42°25.33' W87°52.07'**CHICAGO**727 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA-1527(800) LRA NOTAM FILE UGN H-5E, L-28H, A IAP, AD**RWY 05-23:** H6000X150 (ASPH-PFC) S-95, D-120, 2S-152, 2D-200 HIRL**RWY 05:** VASI(V4L)—GA 3.0° TCH 37'. Road.**RWY 23:** MALSR. VASI(V4L)—GA 3.0° TCH 38.4'. Tree. Rgt tfc.**RWY 14-32:** H3751X75 (ASPH) S-16, D-23 MIRL 0.4% up NW**RWY 14:** VASI(V4L)—GA 3.5° TCH 30'. Thld dsplcd 500'. Tree.**RWY 32:** Tree.**AIRPORT REMARKS:** Attended continuously. Birds on and in/ov arpt.

Noise abatement procedures in effect ctc arpt manager

847-244-0055. No touch and go lds on Rwy 14. When twr clsd

MIRL Rwy 14-32 preset low ints; to increase ints and ACTIVATE

HIRL Rwy 05-23; MALSR Rwy 23 and twy lgt—CTAF. A110-02

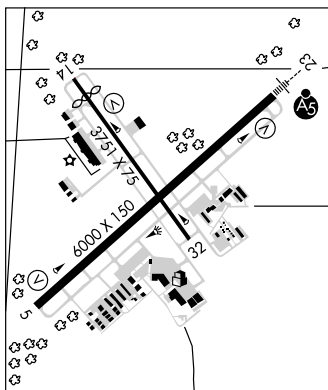
ctc arpt management office 847-244-0055. US customs user fee

arpt. For customs clearance 2 hrs minimum advance notice rqr

Mon-Fri during business hrs and by 4 PM Fri for weekend arrivals.

WEATHER DATA SOURCES: ASOS (847) 782-0876.**COMMUNICATIONS:** CTAF 120.05 ATIS 132.4 UNICOM 122.95

RCO 122.55 (KANKAKEE RADIO)

Ⓡ **CHICAGO APP/DEP CON** 120.55**TOWER** 120.05 (1200-0200Z±) **GND CON** 121.65**AIRSPACE:** CLASS D svc 1200-0200Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**NORTHBROOK (H) VOR/DME** 113.0 OBK Chan 77 N42°13.29' W87°57.11' 019° 12.6 NM to fld. 758/2W.**WAUKE NDB (LOM)** 379 UG N42°27.84' W87°48.09' 233° 3.9 NM to fld.**ILS** 110.7 I-UGN Rwy 23. **LOM WAUKE NDB.** LOC only.**CHICAGO (WEST CHICAGO)****DUPAGE** (DPA) 29 W UTC-6(-5DT) N41°54.42' W88°14.89'**CHICAGO**759 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA-1559(800) NOTAM FILE DPA**COPTER****RWY 02L-20R:** H7571X100 (CONC-GRVD) S-30, D-45 HIRL CL**H-5E, L-28H, A****RWY 02L:** MALSR. TDZL.**IAP, AD****RWY 20R:** PAPI(P4L)—GA 3.0° TCH 40'. Tree.**RWY 02R-20L:** H5101X100(CONC-GVRD) S-30, D-45 MIRL**RWY 02R:** Bldg. Rgt tfc.**RWY 10-28:** H4750X75 (ASPH-PFC) S-30, D-45 HIRL**RWY 10:** LDIN. REIL. VASI(V4L)—GA 3.0° TCH 50'. Tree.**RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.**RWY 15-33:** H3399X100 (ASPH) S-30, D-45, 2D-100 MIRL**RWY 15:** REIL. PAPI(P4R)—GA 3.9° TCH 42'. Tree.**RWY 33:** REIL. Thld dsplcd 190'. Tree.**AIRPORT REMARKS:** Attended continuously. Deer, birds and migratory waterfowl on and in/ov arpt. Acft on short final to Rwy 15 are not visible from tower due to trees. U.S. Customs user fee arpt.**WEATHER DATA SOURCES:** ASOS (630) 584-2728 LAWRs.**COMMUNICATIONS:** ATIS 124.8 UNICOM 122.95

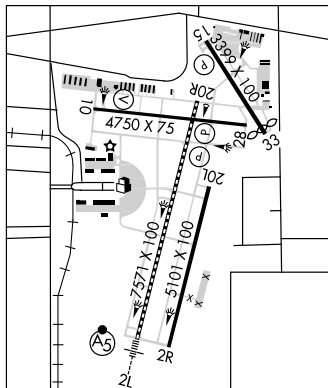
RCO 122.3 (KANKAKEE RADIO)

RCO 122.1R 108.4T (KANKAKEE RADIO)

Ⓡ **APP/DEP CON** 133.5**TOWER** 120.9 124.5 **GND CON** 121.8 **CLNC DEL** 119.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**(L) VOR/DME** 108.4 DPA Chan 21 N41°53.42' W88°21.01' 076° 4.7 NM to fld. 838/2E.

VOR portion unusable 290°-310° byd 35 NM

DME unusable 290°-340° byd 35 NM

ILS 111.7 I-GVK Rwy 02L.**ILS** 109.5 I-DPA Rwy 10.**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.**CIVIC MEMORIAL** N38°53.54' W90°03.38' NOTAM FILE ALN.**ST LOUIS****NDB (MHW)** 263 CVM at St Louis Rgnl.**A****COLES CO MEML** (See MATTOON-CHARLESTON)

LOC I-GVK **111.7**
APP CRS **015°**
Rwy Idg **7571**
TDZE **754**
Apt Elev **759**

ILS or LOC RWY 2L
CHICAGO/DUPAGE (DPA)

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet. Increase S-LOC 2L and Circling Cats C, D visibility $\frac{1}{4}$ mile.

MALSR
AS

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct DPA VOR/DME and hold, continue climb-in-hold to 3000.

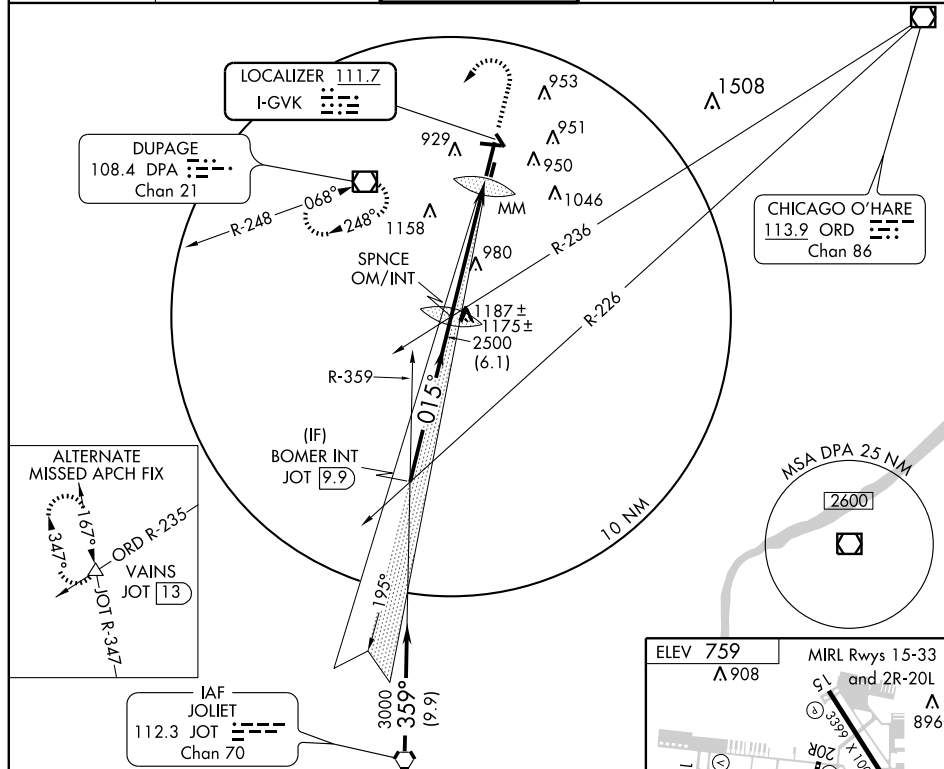
ATIS
124.8

CHICAGO APP CON
133.5 349.0

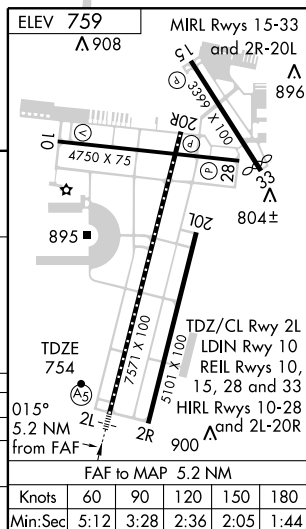
DUPAGE TOWER
120.9 257.8

GND CON
121.8

CLNC DEL
119.75



CATEGORY	VORTAC				BOMER INT JOT 9.9				SPNCE OM/INT				1200 3000 DPA			
	Procedure Turn NA															
S-ILS 2L	3000				3000				2472				MM			
	GS 3.00° TCH 50				015°				2500							
	9.9 NM				6.1 NM				4.8 NM				0.4			
S-LOC 2L	1400- $\frac{1}{2}$ 646 (700- $\frac{1}{2}$)				954- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)				1400-1 $\frac{1}{4}$ 646 (700-1 $\frac{1}{4}$)				1400-1 $\frac{1}{2}$ 646 (700-1 $\frac{1}{2}$)			
CIRCLING	1400-1 641 (700-1)								1400-1 $\frac{3}{4}$ 641 (700-1 $\frac{3}{4}$)				1400-2 641 (700-2)			



LOC I-DPA	APP CRS	Rwy Idg	4750
<u>109.5</u>	097°	TDZE	756
		Apt Elev	758

ILS or LOC RWY 10
CHICAGO/DUPAGE (DPA)

T Air carrier landing visibility reduction for local conditions not authorized.

MISSED APPROACH: Climb to 1200, then climbing right turn to 2600 direct JOT VORTAC and hold.

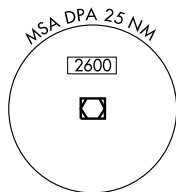
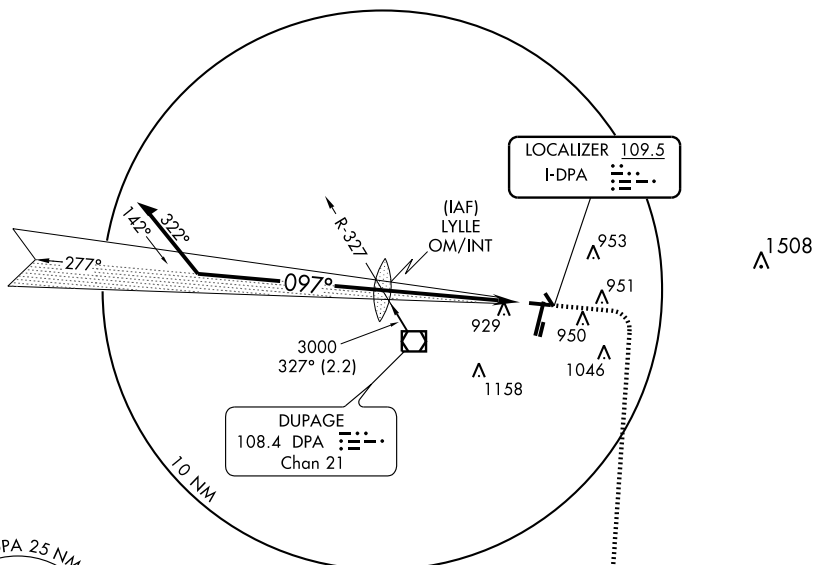
ATIS
124.8

CHICAGO APP CON
133.5 349.0


DUPAGE TOWER
120.9 257.8


GND CON
121.8

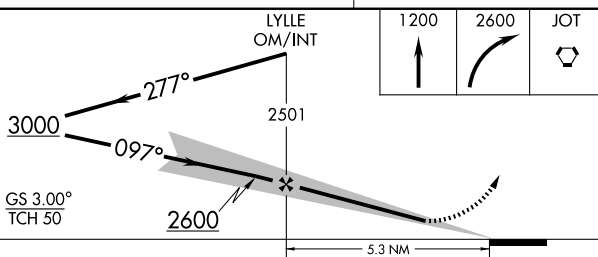
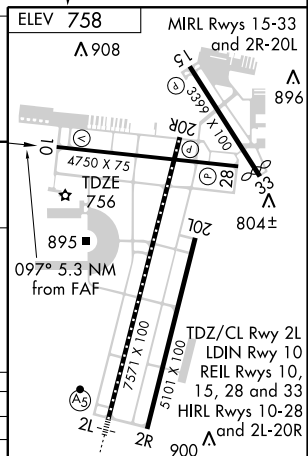
CLNC DEL
119.75



MISSED APCH FIX

JOLIET
JOT  112.3
Chan 70





CATEGORY	A	B	C	D
S-ILS 10		1006-¾	250 (300-¾)	
S-LOC 10	1180-1	424 (500-1)	1180-1¼	424 (500-1¼)
CIRCLING	1260-1	502 (600-1)	1360-1¾ 602 (700-1¾)	1360-2 602 (700-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CHICAGO (WEST CHICAGO), ILLINOIS

Amdt 7B 11MAR10

CHICAGO/ DUPAGE (DPA)

ILS or LOC RWY 10

41°54'N - 88°15'W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 53618 W10A	APP CRS 097°	Rwy Idg 4750 TDZE 756 Apt Elev 759
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RNAV (GPS) RWY 10

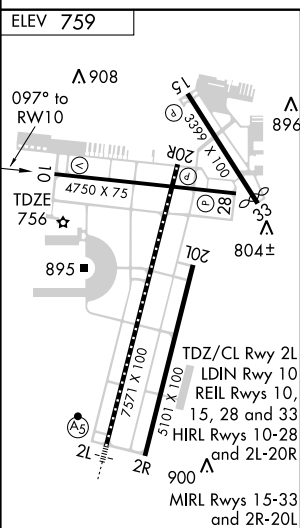
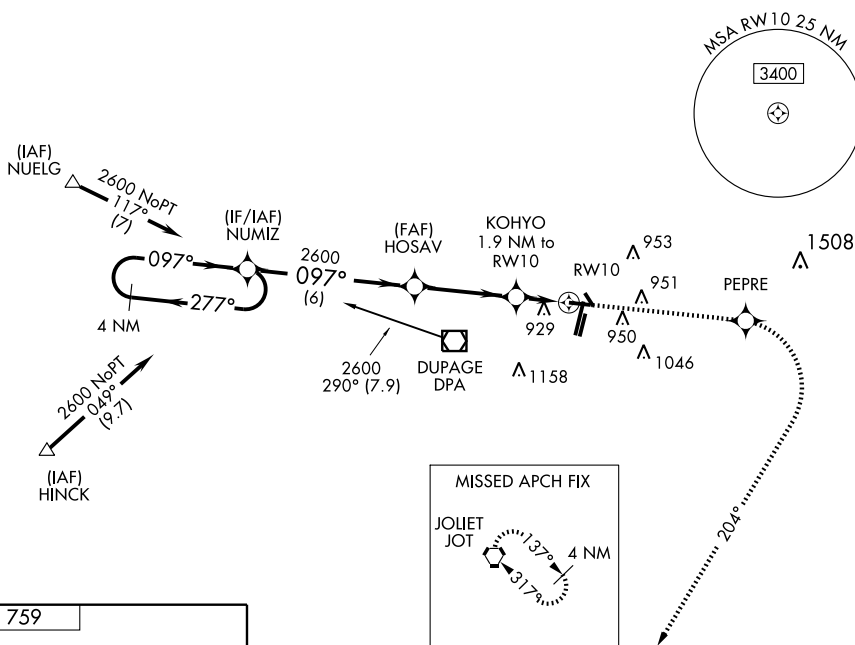
CHICAGO/ DUPAGE (DPA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

A When local altimeter setting not received, use Aurora altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV Cat D visibility $\frac{1}{4}$ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 2600
direct PEPRE and right turn on track
204° to JOT VORTAC and hold.

ATIS 124.8	CHICAGO APP CON 133.5 349.0	DUPAGE TOWER 120.9 257.8	GND CON 121.8	CLNC DEL 119.75
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4 NM Holding Pattern

NUMIZ

HOSAV

KOHYO
1.9 NM to RW10

JOT

*LNAV only

2600

←277°
097°→

2600

GS 3.00°
TCH 50

*1400

RW10

6 NM

3.7 NM

0.7

1.2 NM

CATEGORY	A	B	C	D
LPV DA		956- ³ / ₄	200 (200- ³ / ₄)	
LNAV/VNAV DA		1244-1 ³ / ₄	488 (500-1 ³ / ₄)	
LNAV MDA	1180-1	424 (500-1)	1180-1 ¹ / ₄	424 (500-1 ¹ / ₄)
CIRCLING	1260-1	501 (600-1)	1360-1 ³ / ₄ 601 (700-1 ³ / ₄)	1360-2 601 (700-2)

CHICAGO (WEST CHICAGO), ILLINOIS

Orig 29JUL10

CHICAGO/ DUPAGE (DPA)

RNAV (GPS) RWY 10

41°54'N - 88°15'W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS 195°	Rwy Idg TDZE 758 Apt Elev 758
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RNAV (GPS) RWY 20R

CHICAGO/ DUPAGE (DPA)

- ▼ When local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 40 feet and LNAV Cat D visibility $\frac{1}{4}$ mile.
 ▲ VDP NA using Aurora altimeter setting. DME/DME RNP-0.3 NA.
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500
direct FABUG then via 187° track to
JOT VORTAC and hold.

ATIS
124.8

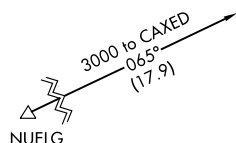
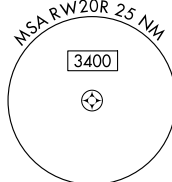
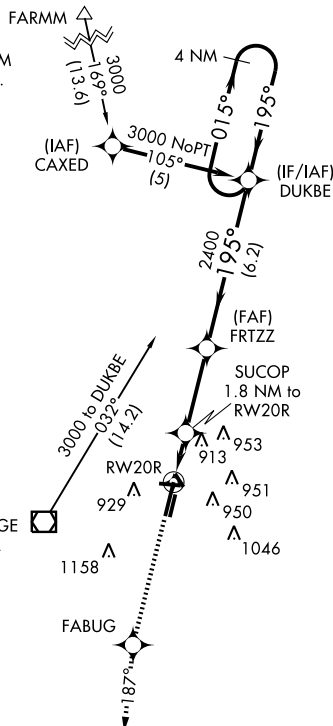
CHICAGO APP CON
133.5 349.0

DUPAGE TOWER
120.9 257.8

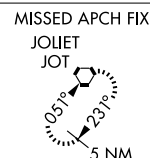
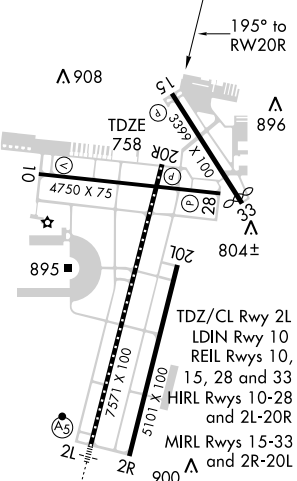
GND CON
121.8

CLNC DEL
119.75

Procedure NA for arrivals at FARMM
via V24-100-228 Northwest bound.



ELEV 758



2500	FABUG	187° TRK	JOT	4 NM Holding Pattern	
SUCOP 1.8 NM to RW20R		FRTZZ	DUKBE	015° → 3000 ← 195°	
1.2 NM to RW20R		3.04° TCH 55	2400	VGSI and descent angles not coincident.	
1380		1.2 NM	0.6	3.1 NM	6.2 NM
CATEGORY	A	B	C	D	
LNAV MDA	1180-1	422 (500-1)	1180-1 $\frac{1}{4}$	422 (500-1 $\frac{1}{4}$)	
CIRCLING	1260-1	502 (600-1)	1360-1 $\frac{3}{4}$	602 (700-1 $\frac{3}{4}$)	1360-2 602 (700-2)

VORTAC JOT 112.3 Chan 70	APP CRS 006°	Rwy Idg TDZE Apt Elev	7571 754 758
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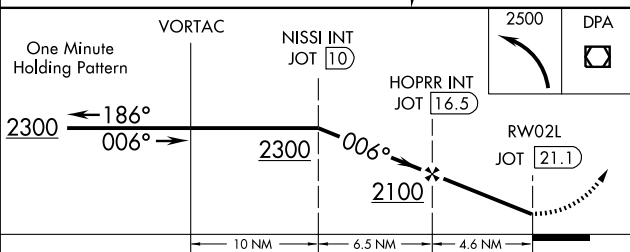
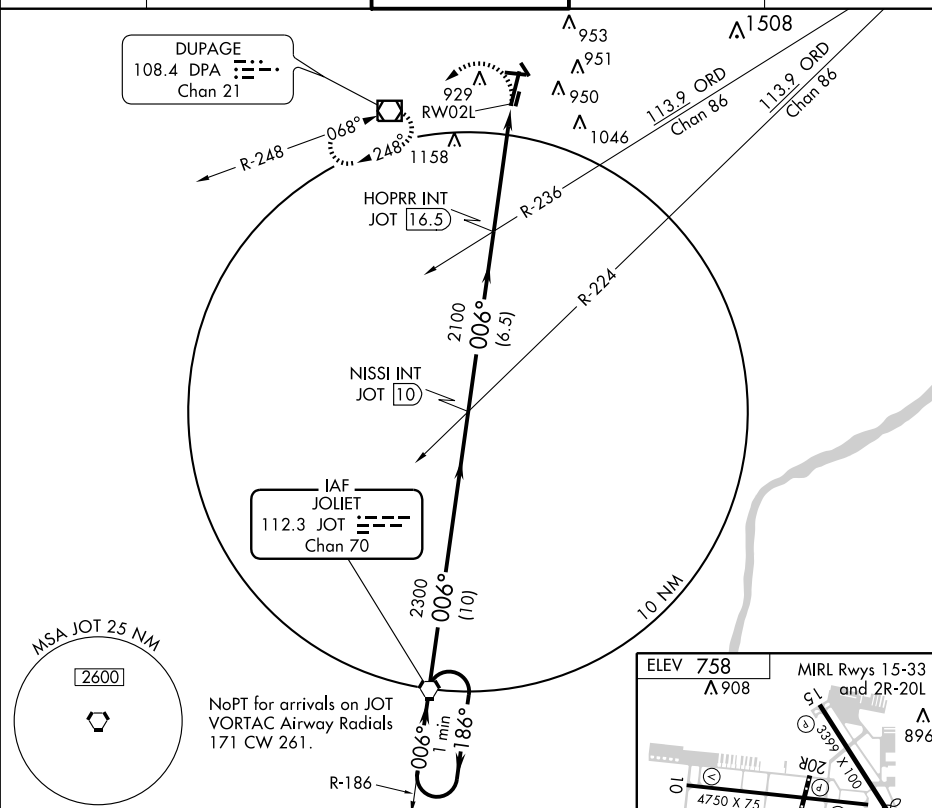
VOR or GPS RWY 2L

CHICAGO/DUPAGE (DPA)

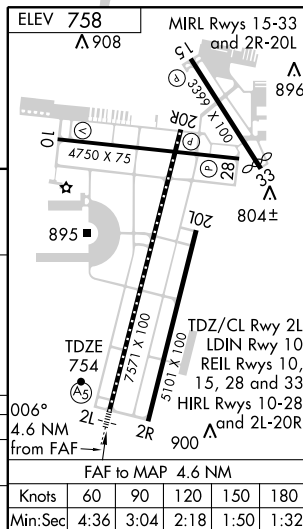


MISSED APPROACH: Climbing left turn to 2500 direct DPA VOR/DME and hold.

ATIS 124.8	CHICAGO APP CON 133.5 349.0	DUPAGE TOWER 120.9 257.8	GND CON 121.8	CLNC DEL 119.75
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CATEGORY	A	B	C	D
S-2L	1420-½ 666 (700-½)	1420-¾ 666 (700-¾)	1420-1¼ 666 (700-1¼)	1420-1½ 666 (700-1½)
CIRCLING	1420-1 662 (700-1)	1420-1¼ 662 (700-1¼)	1420-1¾ 662 (700-1¾)	1420-2 662 (700-2)



VOR/DME DPA
108.4
 Chan **21**

APP CRS
068°

Rwy Idg
 TDZE **4750**
 Apt Elev **759**

VOR RWY 10
 CHICAGO/DUPAGE (DPA)



Visibility reduction by helicopters NA.

When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 40 feet.
 VDP NA with Aurora altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct JOT VORTAC and hold.

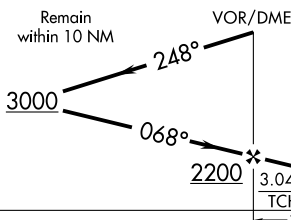
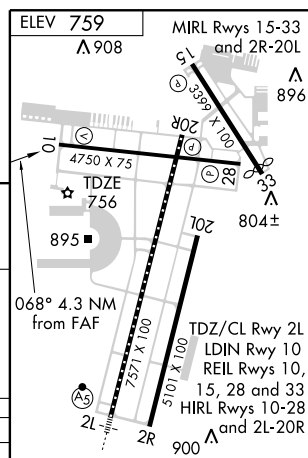
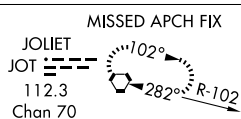
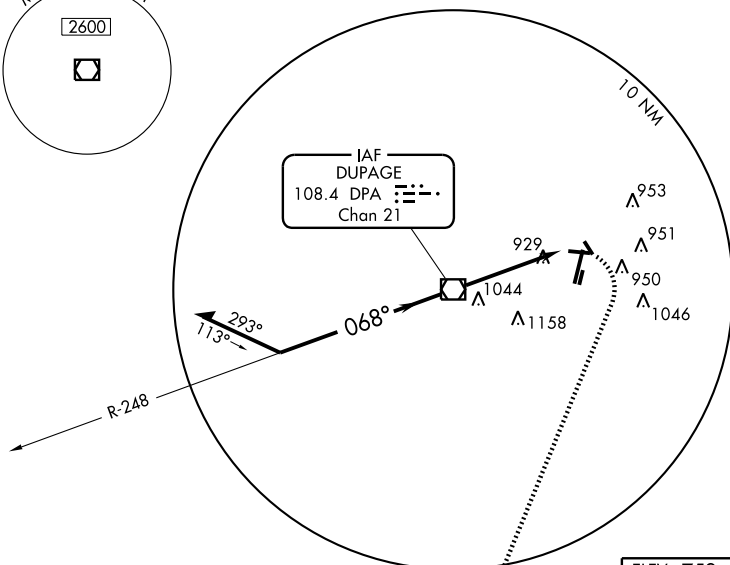
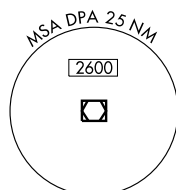
ATIS
124.8

CHICAGO APP CON
133.5 349.0

DUPAGE TOWER
120.9 257.8

GND CON
121.8

CLNC DEL
119.75



CATEGORY	A	B	C	D
S-10	1200-1 444 (500-1)		1200-1¼ 444 (500-1¼)	1200-1½ 444 (500-1½)
CIRCLING	1260-1 501 (600-1)		1360-1¾ 601 (700-1¾)	1360-2 601 (700-2)

LANSING MUNI (IGQ) 21 S UTC-6(-5DT) N41°32.10' W87°31.77'

620 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1620(1000) NOTAM FILE IGQ

RWY 18-36: H4002X75 (ASPH-PFC) S-24 MIRL

RWY 18: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tower.

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

RWY 09-27: H3395X75 (ASPH-PFC) S-12.5 MIRL

RWY 09: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tree.

RWY 27: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tower.

AIRPORT REMARKS: Attended 1300-0100Z. Birds on and invof arpt. All pattern flying in noise sensitive area. 146' Twr 4325' from Rwy 27 665' rgt of extended centerline. Rwy 09 thld was relocated; Dsplcd thld is now twy. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27, REIL Rwy 09, Rwy 18, Rwy 27 and Rwy 36 and twy lgts-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (708) 895-9526. Visibility unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.7

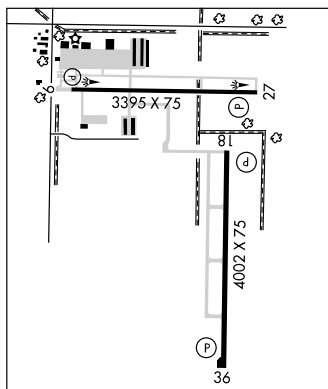
CHICAGO HEIGHTS RCO 122.1R 114.2T (KANKAKEE RADIO).

Ⓡ CHICAGO APP/DEP CON 118.4

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60' W87°34.29' 050° 2.4 NM to fld. 634/2E.

ILS/DME 109.15 I-XJX Chan 28(Y) Rwy 36. LOC only.



CHICAGO/AURORA

AURORA MUNI (ARR) 38 W UTC-6(-5DT) N41°46.32' W88°28.54'

712 B S4 FUEL 100, JET A1 OX 1, 2, 3, 4 NOTAM FILE ARR

RWY 09-27: H6501X100 (CONC-GRVD) S-30, D-130, 2S-165 HIRL

RWY 09: MALSR. PAPI(P4L)-GA 3.0° TCH 45'. Tree.

RWY 27: REIL. VASI(V4L)-GA 3.0° TCH 42'.

RWY 15-33: H5503X100 (CONC-GRVD) D-130, 2S-165 HIRL

RWY 15: REIL. PAPI(P4L)-GA 3.0° TCH 34'. Tree.

RWY 33: MALSR. REIL. PAPI(P4L)-GA 3.0° TCH 48'. Tree.

RWY 18-36: H3198X75 (ASPH) S-30 MIRL

RWY 18: REIL. VASI(V4L)-GA 3.0° TCH 30'. Pole.

RWY 36: REIL. VASI(V4L)-GA 3.0° TCH 34'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DISC AVBL
RWY 09	18-36	3450
RWY 15	09-27	3900
RWY 27	15-33	4000

AIRPORT REMARKS: Attended Mon-Sat 1100-0600Z, Sun 1300-0400Z. Rwy 18-36 sfc several large cracks and vegetative growth. Twy M1 closed indef. When twr clsd HIRL Rwy 15-33 and Rwy 09-27 and MIRL Rwy 18-36 preset low ints: to increase ints and ACTIVATE MALSR Rwy 09, Rwy 33, REIL Rwy 18, Rwy 36, Rwy 15, Rwy 33, and Rwy 27, and twy lgts-CTAF.

WEATHER DATA SOURCES: ASOS 125.85 (630) 466-4024. LAWRS.

COMMUNICATIONS: CTAF 120.6 ATIS 125.85

UNICOM 123.5 122.95

JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

JOLIET RCO 122.5 (KANKAKEE RADIO)

Ⓡ CHICAGO APP/DEP CON 133.5 CLNC DEL 121.7 (When twr clsd)

TOWER 120.6 (1300-0300Z) GND CON 121.7

AIRSPACE: CLASS D svc 1300-0300Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

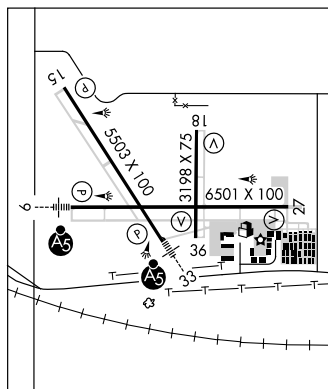
DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42' W88°21.01' 216° 9.1 NM to fld. 838/2E.

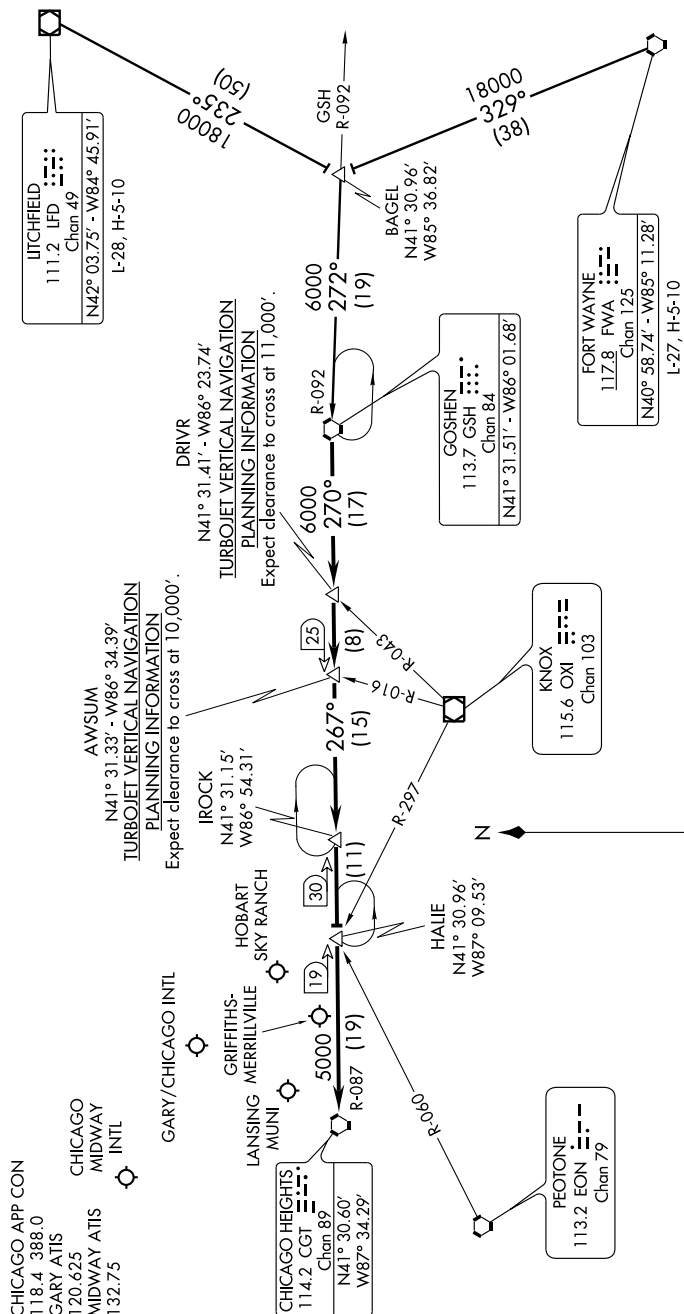
JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78' W88°19.10' 330° 15.3 NM to fld. 592/2E.

ILS 108.9 I-ARR Rwy 09.

ILS/DME 115.15 I-ROF Chan 48(Y) Rwy 33.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.





NOTE: RADAR and DME REQUIRED.

PORT WAYNE TRANSITION (FWA.GSH4): From over FWA VORTAC via FWA R-329 to BAGEL INT then via

GSH R-092 to GSH VORTAC. Thence....

LUTCHFIELD TRANSITION (LFD.GSH4): From over LFD VOR/DME via LFD R-235 to BAGEL INT then via

GSH R-092 to GSH VORTAC. Thence...

..... From over GSH VORTAC via GSH R-270 to DRVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME, then via CGT R-087 to HALIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

EC-3. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-XJX
109.15
 Chan **28**(Y)

APP CRS
002°

Rwy Idg
 TDZE **620**
 Apt Elev **620**

LOC RWY 36

CHICAGO/LANSING MUNI (IGQ)

V If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Chicago Midway Intl altimeter setting.

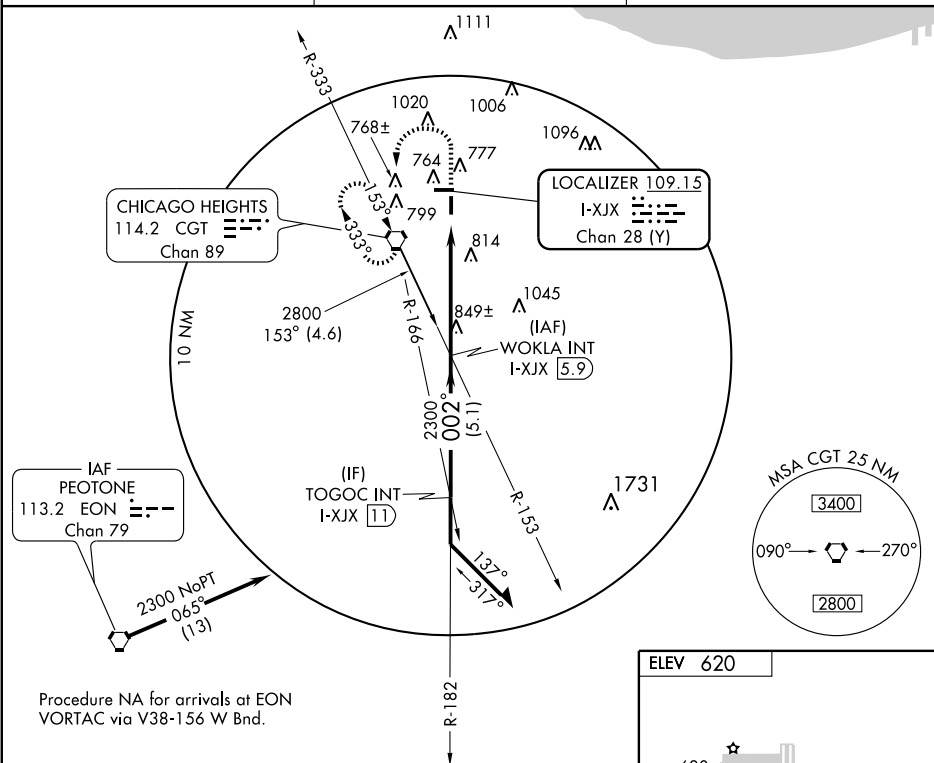
Δ NA

MISSED APPROACH: Climb to 1300 then climbing left turn to 2800 direct CGT VORTAC and hold. Continue climb-in-hold to 2800.

AWOS-3
119.275

CHICAGO APP CON
118.4 285.6

UNICOM
122.7 (CTAF) **0**



ELEV 620

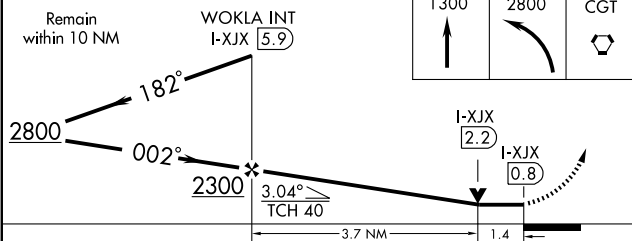
630
 3395 X 75
 27

REIL Rwy 9, 18, 27, and 36
 MIRL Rwy 9-27 and 18-36

002° 5.1 NM from FAF

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-36	1100-1 480 (500-1)		NA	
CIRCLING	1140-1 520 (600-1)		NA	

APP CRS **092°**
Rwy Idg **3395**
TDZE **617**
Apt Elev **620**

RNAV (GPS) RWY 9
CHICAGO/LANSING MUNI (IGQ)

▼ If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.
▲ Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

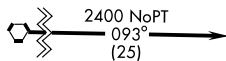
MISSED APPROACH: Climbing right turn to 2400 direct UYELO and hold.

AWOS-3
119.275

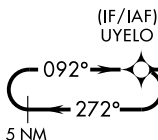
CHICAGO APP CON
118.4 285.6

UNICOM
122.7 (CTAF) ①

(IAF)
JOLIET
JOT



Procedure NA for arrivals at JOLIET VORTAC via V8 Westbound.



KOGEK
2.1 NM
to RW09

951

2300

092°

(FAF)
HEFER

768±

764

777

799

780±

814

1045

1096

1006

1111

1020

1096

1045

1045

1045

1045

1045

1045

1045

1045

1045

1045

1045

1045

1045

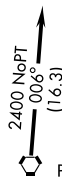
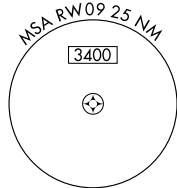
1045

1045

1045

1045

1045



2400 NoPT 006° (16.3)

(IAF)
PEOTONE
EON

2400

UYELO

2400

UYELO

2400

UYELO

2400

UYELO

2400

UYELO

2400

UYELO

2400

UYELO

2400

5 NM
Holding Pattern

UYELO

HEFER

KOGEK
2.1 NM
to RW09

RW09

2300

1320

2400

172°

092°

092°

3.05°

TCH 40

5.1 NM

3 NM

2.1 NM

CATEGORY

A

B

C

D

RNAV MDA

1080-1

463 (500-1)

NA

CIRCLING

1140-1

520 (600-1)

NA

ELEV 620

092° to RW09

630

3395 x 75

27

TDZE 617

81

4002 x 75

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

36

WAAS CH 61303 W27A	APP CRS 272°	Rwy Idg TDZE 617 Apt Elev 620	3395 617 620
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RNAV (GPS) RWY 27

CHICAGO/LANSING MUNI (IGQ)

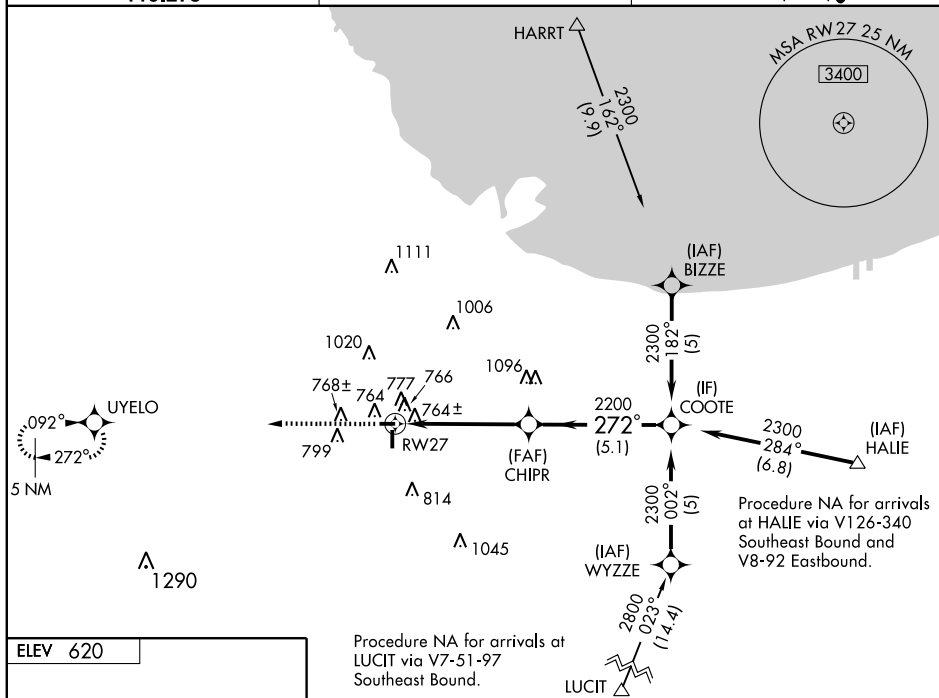
▼ If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all
 ▲ DAs 42 feet and all MDAs 60 feet. Baro-VNAV NA when using Chicago Midway Intl altimeter
 ▲ setting. VDP NA when using Chicago Midway Intl altimeter setting. DME/DME RNP-0.3 NA.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or
 above 54°C (130°F). Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2400 direct
UYELO and hold.

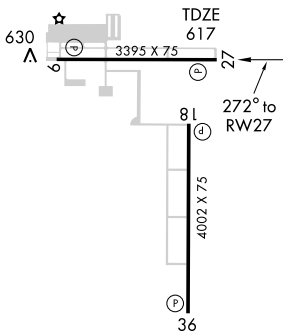
AWOS-3
119.275

CHICAGO APP CON
118.4 285.6

UNICOM
122.7 (CTAF) 0



ELEV 620



REIL Rwy 9, 18, 27,
and 36 0

MIRL Rwy 9-27 and 18-36 0

CATEGORY	A	B	C	D
LPV DA	1016-1½ 399 (400-1½)			NA
LNAV/VNAV DA	1072-1¾ 455 (500-1¾)			NA
LNAV MDA	1080-1 463 (500-1)			NA
CIRCLING	1140-1 520 (600-1)			NA

APP CRS	Rwy Idg	4002
002°	TDZE	620
	Apt Elev	620

RNAV (GPS) RWY 36

CHICAGO/LANSING MUNI (IGQ)

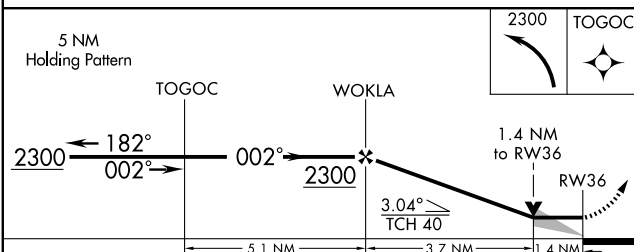
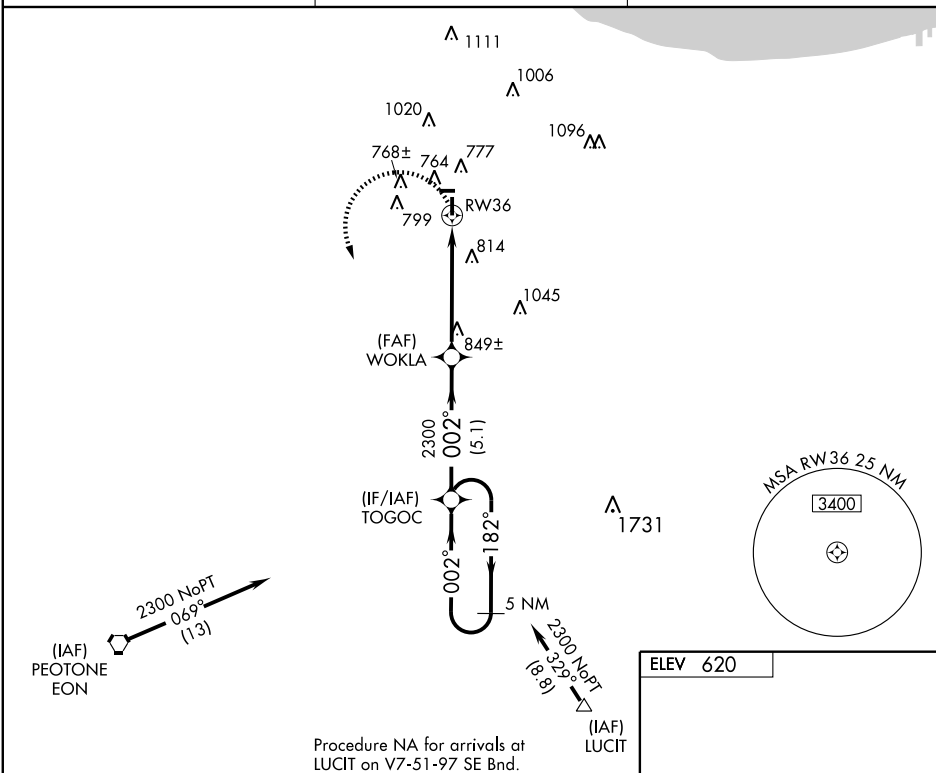
▼ If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Chicago Midway Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct TOGOC and hold.

AWOS-3
119.275

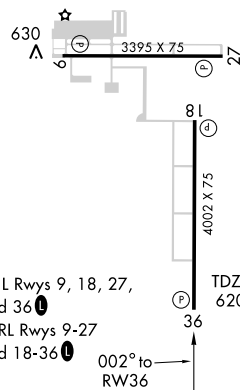
CHICAGO APP CON
118.4 285.6

UNICOM
122.7 (CTAF)



CATEGORY	A	B	C	D
LNNAV MDA	1100-1	480 (500-1)	NA	
CIRCLING	1140-1	520 (600-1)	NA	

ELEV 620



VORTAC CGT 114.2 Chan 89	APP CRS 049°	Rwy Idg TDZE Apt Elev	N/A N/A 620
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VOR-A

CHICAGO/LANSING MUNI (IGQ)

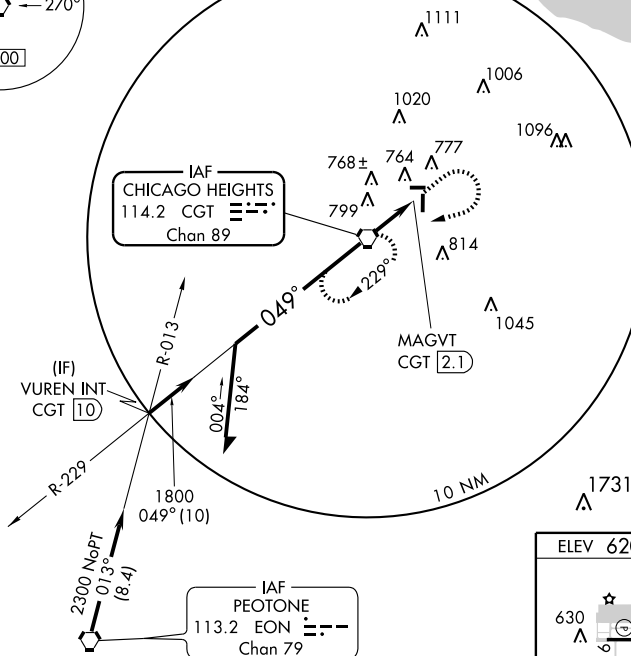
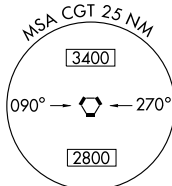
V If local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CGT VORTAC and hold.

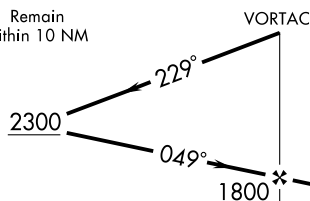
AWOS-3
119.275

CHICAGO APP CON
118.4 285.6

UNICOM
122.7 (CTAF) 0



Remain
within 10 NM



1500

2300

CGT

049° 2.1 NM from FAF

MIRA Rwy 9-27
and 18-36 0
REIL Rwy 9, 18, 27,
and 36 0

FAF to MAP 2.1 NM

CATEGORY	A	B	C	D
CIRCLING	1140-1	520 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

AIRPORT DIAGRAM

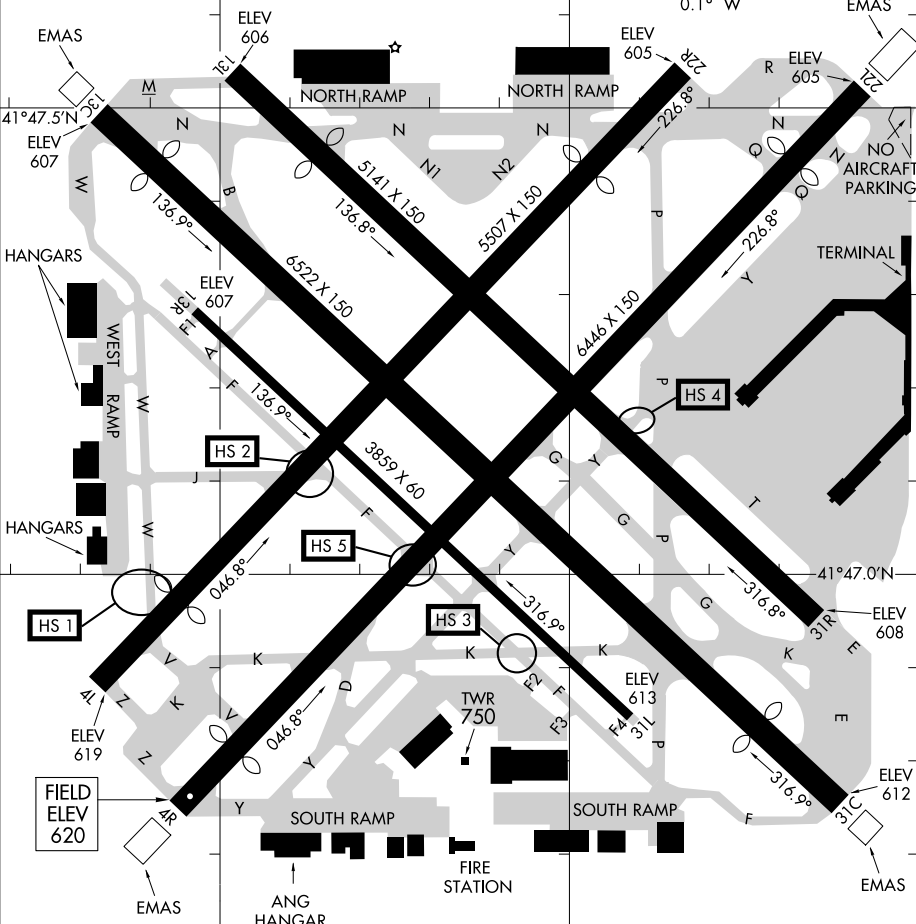
AL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS

ATIS
132.75
MIDWAY TOWER
118.7 226.3
GND CON
121.65
CLNC DEL
121.85

RWY 04L-22R
S-60, D-120, 2S-152
RWY 04R-22L
S-95, D-165, 2S-175, 2D-250
RWY 13C-31C
S-95, D-165, ST-175, 2D-250
RWY 13L-31R
S-80, D-125, 2S-159
RWY 13R-31L
S-12.5

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X Surveillance System in use.
Pilots should operate transponders
with Mode C on all twys and rwys.

AIRPORT DIAGRAM

CHICAGO, ILLINOIS
CHICAGO MIDWAY INTL (MDW)

ATIS

132.75

CLNC DEL

121.85

GND CON

121.65

MIDWAY TOWER

118.7 226.3

MIDWAY DEP CON

118.4 388.0

SIMMN

N41° 58.84'

W88° 52.71'

△ L-28

BADGER

116.4 BAE

Chan 111

N43° 07.01' - W88° 17.06'

L-28, H-5

LOCALIZER 109.9

I-MXT

Chan 36

TAKEOFF MINIMUMS

RWYS 4L/R, 13C/L, 22L/R, 31C/R Standard
RWYS 13R, 31L NA, ATC

PETTY

N42° 49.64' △

W87° 38.04'

L-28

GIPPER

115.4 GIJ

Chan 101

N41° 46.12'

W86° 19.11'

L-28, H-5-10

POLO

111.2 PLL

Chan 49

N41° 57.94'

W89° 31.45'

L-28

IOWA CITY

116.2 IOW

Chan 109

N41° 31.14'

W91° 36.80'

L-28, H-5

MOULNE

114.4 MZV

Chan 91

N41° 19.26'

W90° 38.29'

L-27, H-5

ACITO

N41° 23.92'

W88° 11.00'

L-28, H-5

BACEN

N41° 24.40'

W88° 01.78'

L-28, H-5

CMSKY

N41° 24.78'

W87° 52.63'

L-28, H-5

DENNT

N41° 25.15'

W87° 43.48'

L-28, H-5

EARND

N41° 25.52'

W87° 34.33'

L-28, H-5

PEOTONE

113.2 EON

Chan 79

N41° 16.18' - W87° 47.46'

L-28

BRADFORD

114.7 BDF

Chan 94

N41° 09.58'

W89° 35.27'

L-27, H-5

ROBERTS

116.8 RBS

Chan 115

N40° 34.90' - W88° 09.86'

L-27, H-5

Take-off Rwy 4R:
Northbound Departures
assigned headings
360 CW 080.

LOCALIZER 109.9

I-MDW

Chan 36

NOTE: All Turbo-Jet departures routed over
ACITO, BACEN, CMSKY, DENNT, EARND,
ROBERTS, and PEOTONE maintain 250 Knots
until advised by ATC.

NOTE: DME Required.

NOTE: RADAR Required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect radar vectors to first enroute fix. Maintain 3000 feet or assigned lower altitude. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure. Complete initially assigned turn within 4 DME of Midway.

TAKE-OFF RWY 4R: Northbound departures assigned headings 360° (CW) thru 080° fly heading 044° to 1.2 DME, turn right, climb on heading 100° until leaving 2400 feet, Thence . . .

TAKE-OFF RWY 22L: Fly heading 224° to 1.5 DME. Continue climb to 1300 feet, thence via tower assigned heading/vector to assigned route. Thence . . .

TAKE-OFF RWY 31C: Fly heading 315° to 0.7 DME. Continue climb to 1500'. Thence . . .

TAKE-OFF ALL OTHER RWYS: Fly assigned heading to 1.2 DME. Thence . . .
. . . via tower assigned heading/vector to assigned route.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4L, Fence 18 feet from DER, 257 feet left of centerline, 12 feet AGL/616 feet MSL. Vehicle plus road 143 feet from DER, 163 feet left of centerline, 16 feet AGL/620 feet MSL. Bldg 251 feet from DER, 217 feet left of centerline, 26 feet AGL/630 feet MSL. Sign 1,912 feet from DER, 330 feet left of centerline, 88 feet AGL/692 feet MSL. Multiple Lt poles and trees beginning 375 feet from DER, 98 feet right of centerline, up to 75 feet AGL/679 feet MSL.

NOTE: RWY 4R, LOC 300 feet from DER, on centerline, 10 feet AGL/614 feet MSL. Lt pole and multiple trees beginning 40 feet from DER, 369 feet left of centerline, up to 75 feet AGL/679 feet MSL. Blast fence 277 feet from DER, 45 feet left of centerline, 9 feet AGL/613 feet MSL. Tower 3,983 feet from DER, 1,142 feet left of centerline, 109 feet AGL/708 feet MSL. Multiple Lt poles and trees beginning 96 feet from DER, 21 feet right of centerline, up to 53 feet AGL/657 feet MSL. Train beginning 1,483 feet from DER, 570 feet right of centerline, 48 feet AGL/654 feet MSL.

NOTE: RWY 13C, LOC 248 feet from DER, on centerline, 8 feet AGL/619 feet MSL. Bldg 101 feet from DER, 254 feet left of centerline, 14 feet AGL/625 feet MSL. Trees beginning 288 feet from DER, 459 feet left of centerline, up to 76 feet AGL/680 feet MSL. Trees beginning 109 feet from DER, 402 feet right of centerline, up to 86 feet AGL/700 feet MSL.

NOTE: RWY 13L, Multiple poles and trees beginning 362 feet from DER, 215 feet left of centerline, up to 71 feet AGL/675 feet MSL. Trees beginning 1,136 feet from DER, 54 feet right of centerline, up to 76 feet AGL/680 feet MSL.

NOTE: RWY 22L, Multiple poles and trees beginning 74 feet from DER, 375 feet left of centerline, up to 70 feet AGL/689 feet MSL. Multiple poles and trees beginning 465 feet from DER, 49 feet right of centerline, up to 60 feet AGL/679 feet MSL. Tank 4,100 feet from DER, 161 feet right of centerline, 109 feet AGL/728 feet MSL.

NOTE: RWY 22R, Multiple poles and trees beginning 575 feet from DER, 168 feet left of centerline, up to 58 feet AGL/677 feet MSL. Tank 4,100 feet from DER, 161 feet left of centerline, 109 feet AGL/728 feet MSL. Fence 198 feet from DER, 3 feet right of centerline, 12 feet AGL/630 feet MSL. Trees beginning 183 feet from DER, 65 feet right of centerline, up to 72 feet AGL/686 feet MSL.

NOTE: RWY 31C, LOC 239 feet from DER, on centerline, 10 feet AGL/617 feet MSL. Trees beginning 452 feet from DER, 454 feet left of centerline, up to 63 feet AGL/667 feet MSL. Spire 2,207 feet from DER, 699 feet left of centerline, 78 feet AGL/684 feet MSL. Multiple poles and trees beginning 142 feet from DER, 28 feet right of centerline, up to 73 feet AGL/672 feet MSL. DME 183 feet from DER, 309 feet right of centerline, 17 feet AGL/624 feet MSL. Sign 1,528 feet from DER, 270 feet right of centerline, 52 feet AGL/652 feet MSL. Tank 5,576 feet from DER, 1,430 feet right of centerline, 162 feet AGL/756 feet MSL.

NOTE: RWY 31R, Multiple poles and trees beginning 379 feet from DER, 49 feet left of centerline, up to 65 feet AGL/664 feet MSL. Pole and trees beginning 70 feet from DER, 50 feet right of centerline, up to 68 feet AGL/667 feet MSL.

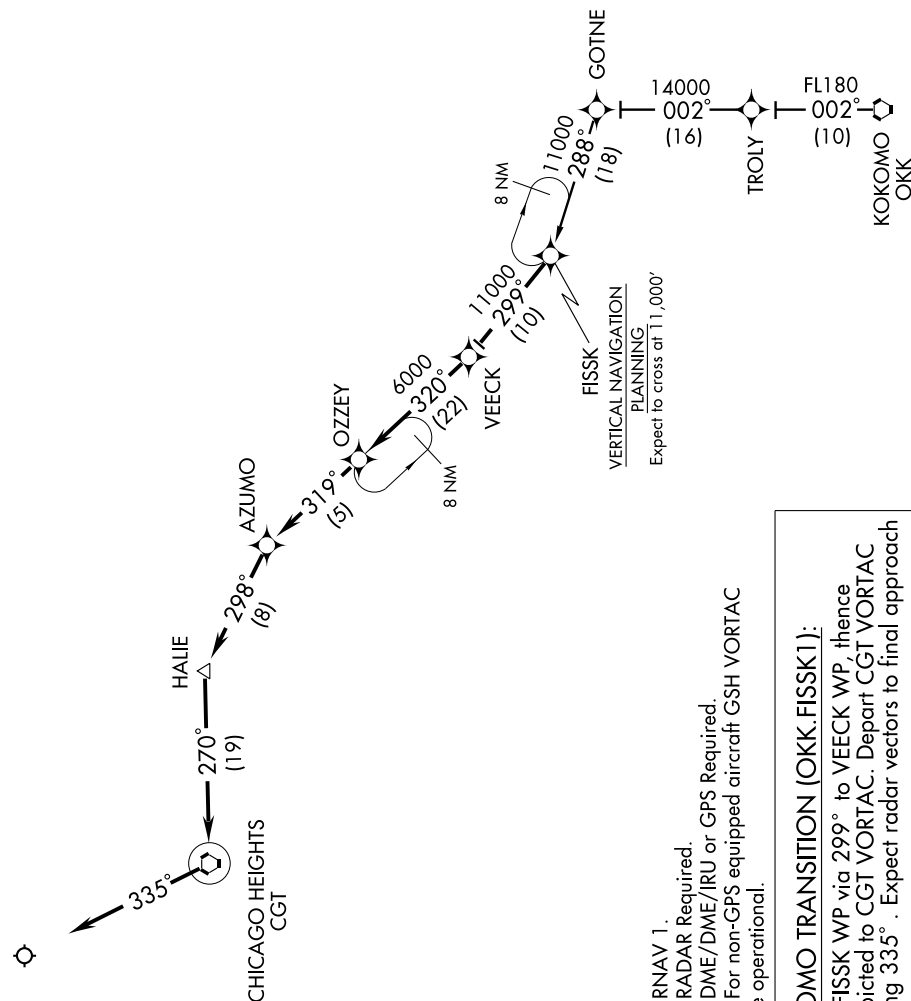
EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

CHICAGO APP CON
118.4 388.0
MIDWAY ATIS
132.75

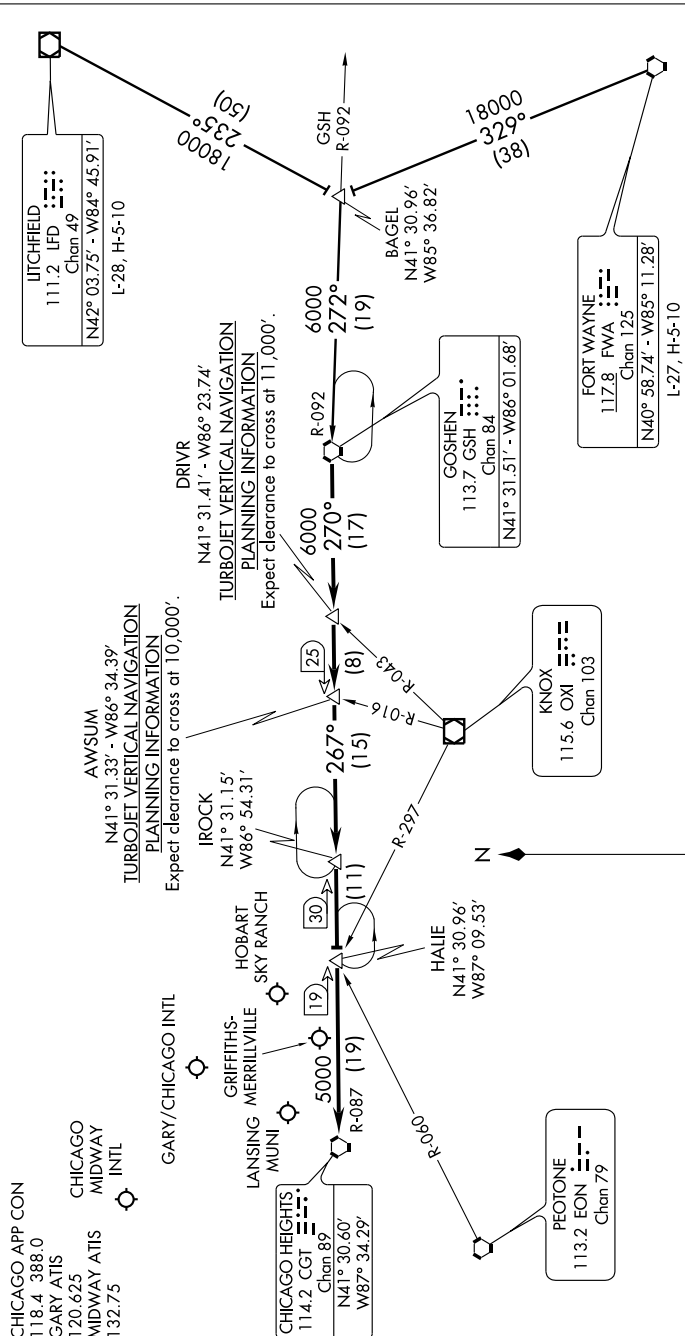


NOTE: Chart not to scale.



- NOTE: RNAV 1.
- NOTE: RADAR Required.
- NOTE: DME/DME/IRU or GPS Required.
- NOTE: For non-GPS equipped aircraft GSH VORTAC must be operational.

KOKOMO TRANSITION [OKK.FISSK1]:
From FISSK WP via 299° to VEECK WP, thence as depicted to CGT VORTAC. Depart CGT VORTAC heading 335°. Expect radar vectors to final approach course.



NOTE: RADAR and DME REQUIRED.

PORT WAYNE TRANSITION [FWA.GSH4]: From over FWA VORTAC via FWA R-329 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

LITCHFIELD TRANSITION [LFD.GSH4]: From over LFD VOR/DME via LFD R-235 to BAGEL INT then via GSH R-092 to GSH VORTAC. Thence....

From over GSH VORTAC via GSH R-270 to DRVR INT, then via GSH R-270 to AWSUM INT/GSH 25 DME, then via CGT R-087 to IROCK/CGT 30 DME, then via CGT R-087 to HALLIE INT/CGT 19 DME, then via CGT R-087 to CGT VORTAC. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS- WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTHERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

I-55 VISUAL APPROACH RWY 13C



I-55 APPROACH (VISUAL) RWY 13C

Radar vectors will be provided to Bojak Int via V69-116-262 or V191. When cleared for the I-55 Visual Approach aircraft are to depart Bojak Int on a 003° heading until reaching Interstate 55. Aircraft will then parallel the northside of Interstate 55 until reaching Mt. Auburn Cemetery. Aircraft will proceed from Mt. Auburn via 135° heading/MDW Localizer (109.9) to Rwy 13C. All aircraft shall remain south of the DPA VOR/DME R-096 at all times.

I-55 VISUAL APPROACH RWY 13C

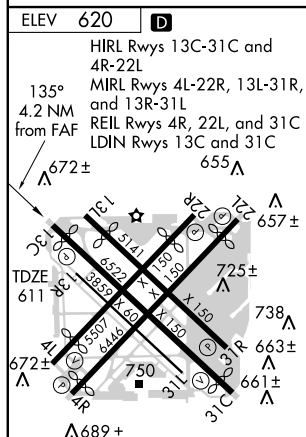
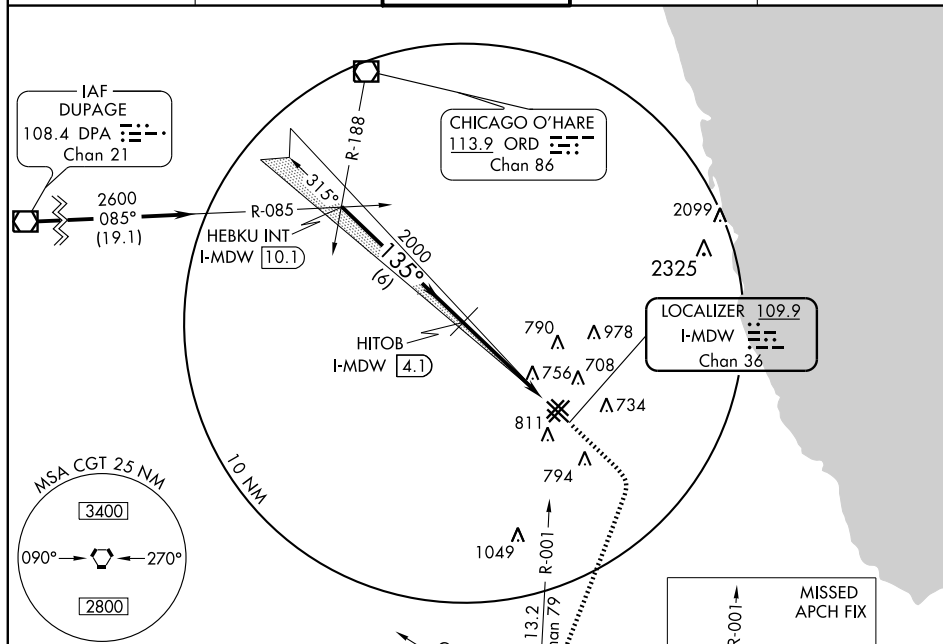
LOC/DME I-MDW 109.9 Chan 36	APP CRS 135°	Rwy Idg TDZE Apt Elev	6059 611 620
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ILS or LOC/DME RWY 13C

CHICAGO MIDWAY INTL (MDW)

	MISSED APPROACH: Climb to 1100, then climbing right turn to 2100 via heading 280° and EON VORTAC R-001 until crossing IGEY Int, then climb to 2600 to EON VORTAC and hold.			
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ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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Procedure Turn NA HEBKU INT I-MDW (10.1) HITOB I-MDW (4.1) GS 3.00° TCH 46 2600 2000 135° 2000 6 NM 4.2 NM I-MDW (0.1)			
1100 2100 HDG 280° EON R-001 113.2 IGEY INT 2600 EON 113.2			
CATEGORY S-ILS 13C S-LOC 13C CIRCUING			
A 861/50 1000/50 1120-1			
B 250 (300-1) 389 (400-1) 500 (500-1)			
C 1120-1½ 500 (500-1½)			
D 1000/60 389 (400-1¼) 1180-2 560 (600-2)			

LOC/DME I-MXT 109.9 Chan 36	APP CRS 315°	Rwy Idg 5826 TDZE 613 Apt Elev 620
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ILS or LOC/DME RWY 31C
CHICAGO MIDWAY INTL (MDW)

MISSED APPROACH: Climb to 1100 then climbing left turn to 2100 via heading 150° and EON VORTAC R-001 until crossing IGEKY Int, then climb to 2600 to EON VORTAC and hold.

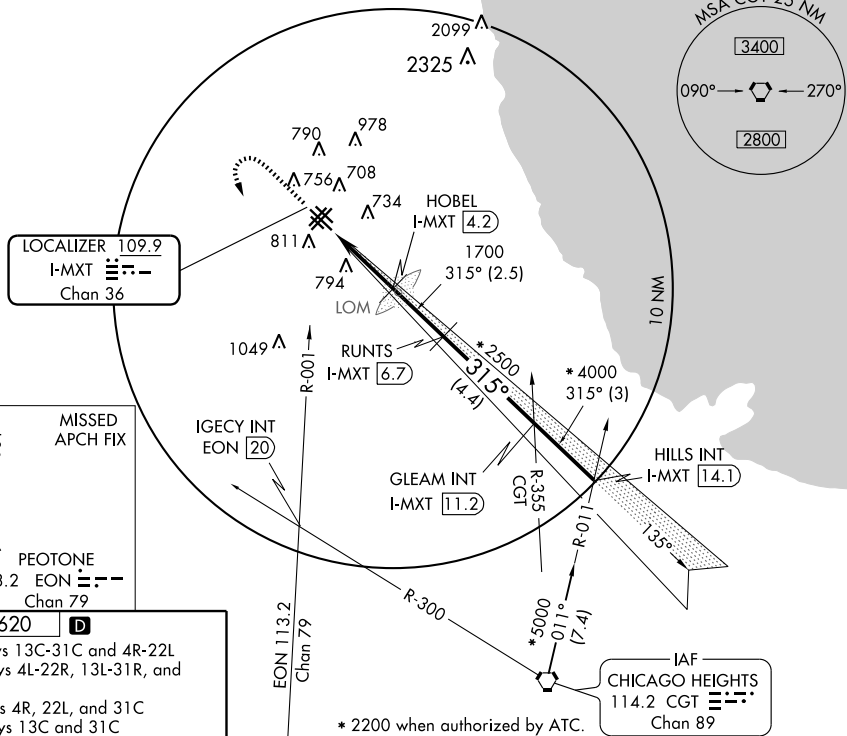
ATIS
132.75

CHICAGO APP CON
118.4 388.0

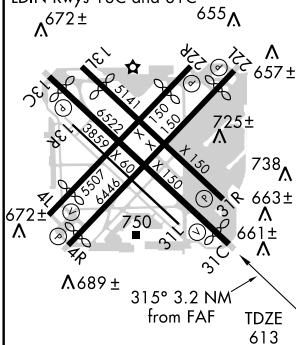
MIDWAY TOWER
118.7 226.3

GND CON
121.65

CLNC DEL
121.85



ELEV 620 **D**
HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and
13R-31L
REIL Rwy 4R, 22L, and 31C
LDIN Rwy 13C and 31C



1100 ↑	2100 HDG 150° EON R-001 113.2	IGECY INT	2600 ↑	EON 113.2	Procedure Turn NA				HILLS INT I-MXT 14.1
					HOBEL I-MXT 4.2	RUNTS I-MXT 6.7	GLEAM INT I-MXT 11.2		
					<p>1700</p> <p>315°</p> <p>*2500</p> <p>*4000</p> <p>*5000</p> <p>*2200 when authorized by ATC</p>				
CATEGORY	A		B		C		D		
S-ILS 31C	863/40				250 (300-¾)				
S-LOC 31C	1020/50		407 (400-1)		1020/60		407 (400-1¼)		
CIRCLING	1120-1		500 (500-1)		1120-1½ 500 (500-1½)		1180-2 560 (600-2)		

CHICAGO, ILLINOIS
Orig-A 8APR10

41° 47'N-87° 45'W

CHICAGO MIDWAY INTL (MDW)

ILS or LOC/DME RWY 31C

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

LOC I-HKH	APP CRS	Rwy Idg	5928
111.5	044°	TDZE	619
		Apt Elev	620

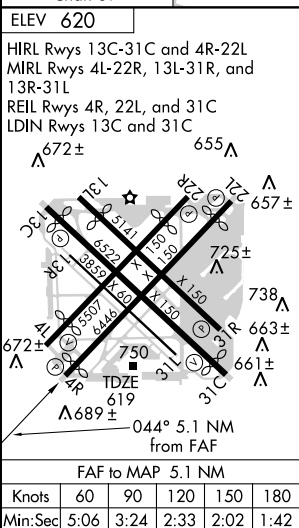
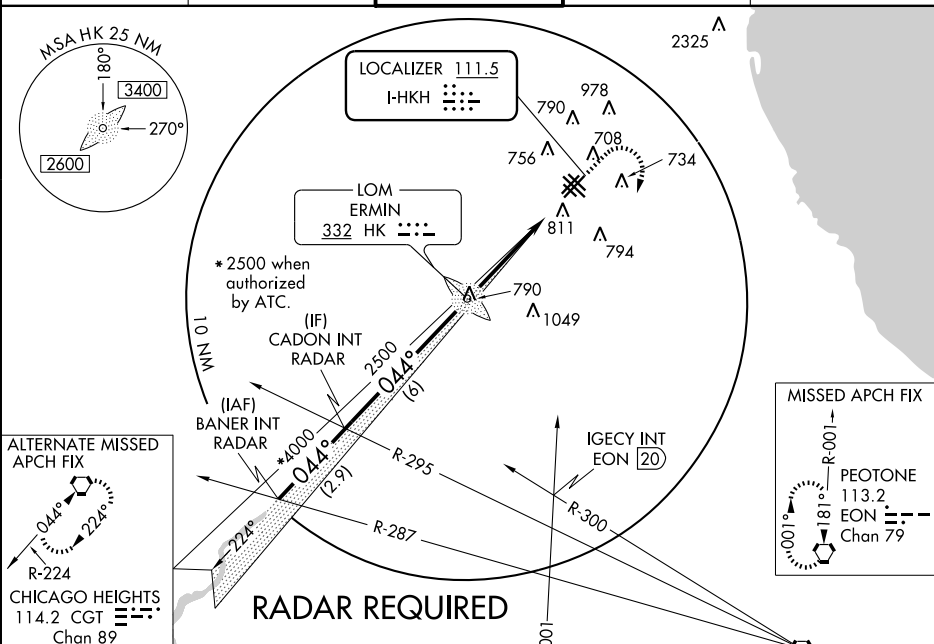
ILS or LOC RWY 4R

CHICAGO MIDWAY INTL (MDW)

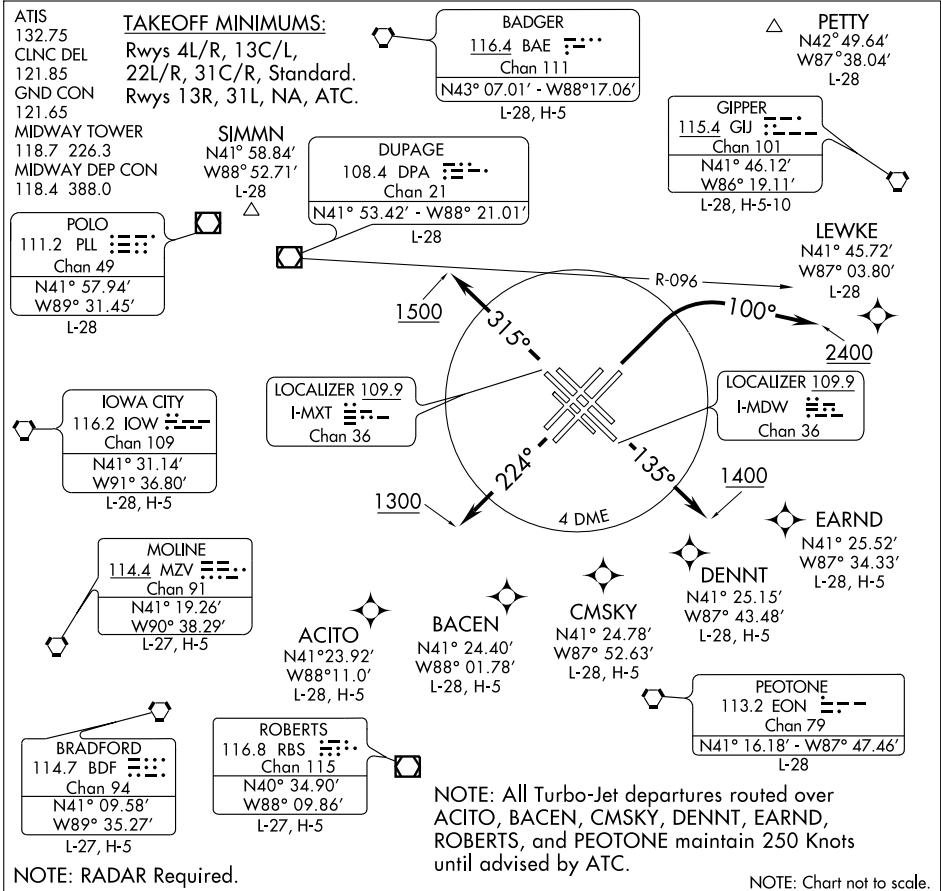
▼ Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 via EON VORTAC R-001 until crossing IGEY Int/EON 20 DME, then climb to 2600 to PEOTONE VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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BANER INT RADAR	* 2500 when authorized by ATC.	1100	2100	IGEY INT EON 20	2600	EON
CADON INT RADAR	LOM	EON R-001	EON 20			
*5000	*4000	044°	2313	2500		
GS 3.00° TCH 50						
	2.9 NM	6 NM	5.1 NM			
CATEGORY	A	B	C	D		
S-ILS 4R		869/50	250 (300-1)			
S-LOC 4R	1120/50	501 (500-1)	1120-1½	501 (500-1½)		
CIRCLING	1120-1	500 (500-1)	1120-1½	500 (500-1½)	1180-2	560 (600-2)



NOTE: RADAR Required.

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT:
TAKE-OFF RWYS 4L/R: Northbound departures assigned headings 360° (CW) thru 080°, climbing right turn to 2400 heading 100° before proceeding on course, thence. . . .
TAKE-OFF RWY 13C: Climb heading 135° to 1400 before turning, thence. . . .
TAKE-OFF RWY 13L: Climb heading 135° to 1400 before turning, thence. . . .
TAKE-OFF RWY 22L: Climb heading 224° to 1300 before turning, thence. . . .
TAKE-OFF RWY 22R: Climb heading 224° to 1300 before turning, thence. . . .
TAKE-OFF RWY 31C: Climb heading 315° to 1500 before turning, thence. . . .
TAKE-OFF RWY 31R: Climb heading 315° to 1500 before turning, thence. . . .

DME EQUIPPED AIRCRAFT: Complete initially assigned turn within 4 DME of Midway. Maintain 3000 feet or assigned lower altitude, thence. . . .

NON-DME EQUIPPED AIRCRAFT: Complete initially assigned turn south of DPA R-096, maintain 3000 feet or assigned lower altitude, thence. . . .

....expect radar vectors to first enroute fix. Expect clearance to requested altitude/flight level 10 (ten) minutes after departure.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 4L, Fence 18 feet from DER, 257 feet left of centerline, 12 feet AGL/616 feet MSL. Vehicle plus road 143 feet from DER, 163 feet left of centerline, 16 feet AGL/620 feet MSL. Bldg 251 feet from DER, 217 feet left of centerline, 26 feet AGL/630 feet MSL. Sign 1,912 feet from DER, 330 feet left of centerline, 88 feet AGL/692 feet MSL. Multiple Lt poles and trees beginning 375 feet from DER, 98 feet right of centerline, up to 75 feet AGL/679 feet MSL.

NOTE: RWY 4R, LOC 300 feet from DER, on centerline, 10 feet AGL/614 feet MSL. Lt pole and multiple trees beginning 40 feet from DER, 369 feet left of centerline, up to 75 feet AGL/679 feet MSL. Blast fence 277 feet from DER, 45 feet left of centerline, 9 feet AGL/613 feet MSL. Tower 3,983 feet from DER, 1,142 feet left of centerline, 109 feet AGL/708 feet MSL. Multiple Lt poles and trees beginning 96 feet from DER, 21 feet right of centerline, up to 53 feet AGL/657 feet MSL. Train beginning 1,483 feet from DER, 570 feet right of centerline, 48 feet AGL/654 feet MSL.

NOTE: RWY 13C, LOC 248 feet from DER, on centerline, 8 feet AGL/619 feet MSL. Bldg 101 feet from DER, 254 feet left of centerline, 14 feet AGL/625 feet MSL. Trees beginning 288 feet from DER, 459 feet left of centerline, up to 76 feet AGL/680 feet MSL. Trees beginning 109 feet from DER, 402 feet right of centerline, up to 86 feet AGL/700 feet MSL.

NOTE: RWY 13L, Multiple poles and trees beginning 362 feet from DER, 215 feet left of centerline, up to 71 feet AGL/675 feet MSL. Trees beginning 1,136 feet from DER, 54 feet right of centerline, up to 76 feet AGL/680 feet MSL.

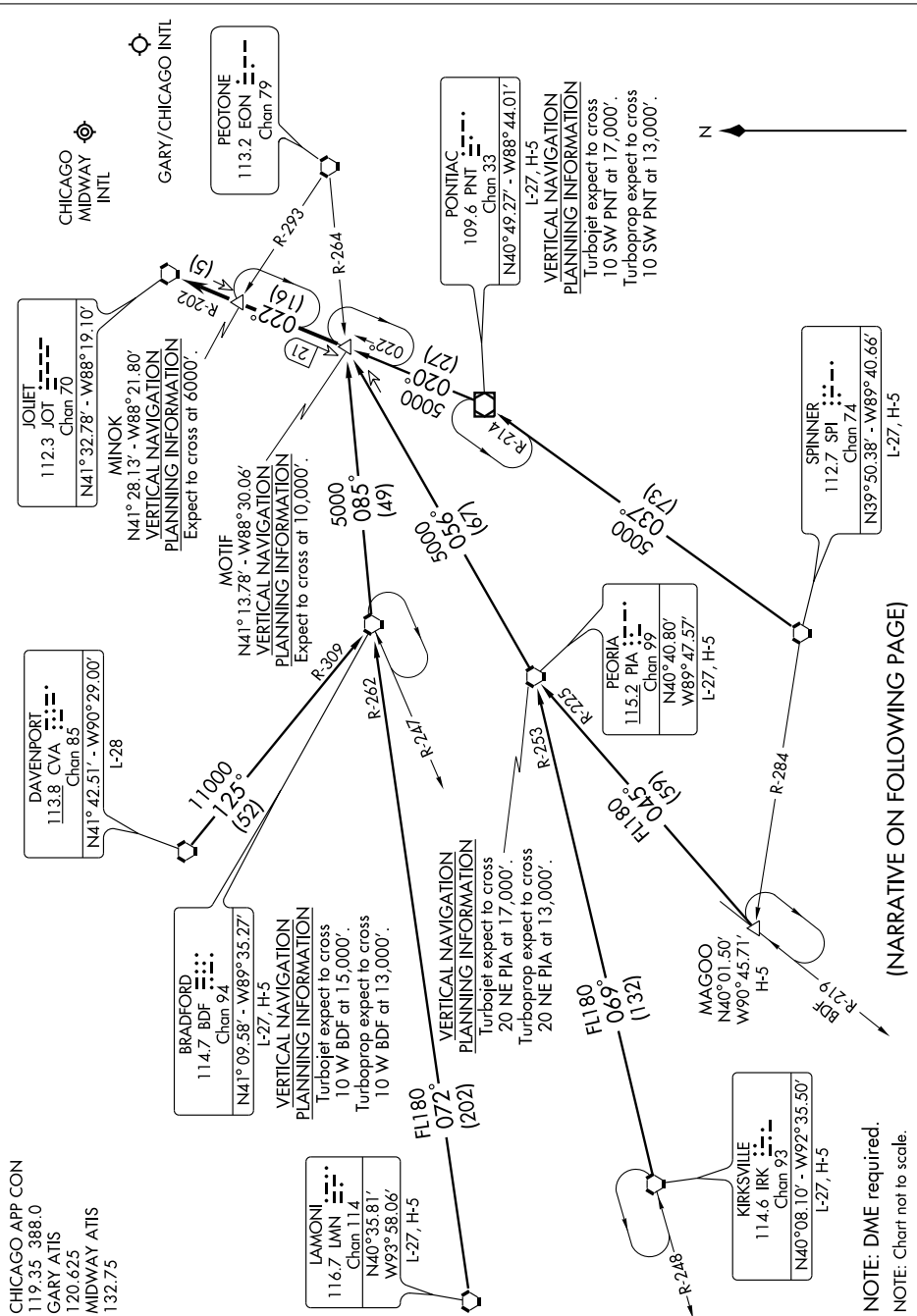
NOTE: RWY 22L, Multiple poles and trees beginning 74 feet from DER, 375 feet left of centerline, up to 70 feet AGL/689 feet MSL. Multiple poles and trees beginning 465 feet from DER, 49 feet right of centerline, up to 60 feet AGL/679 feet MSL. Tank 4,100 feet from DER, 161 feet right of centerline, 109 feet AGL/728 feet MSL.

NOTE: RWY 22R, Multiple poles and trees beginning 575 feet from DER, 168 feet left of centerline, up to 58 feet AGL/677 feet MSL. Tank 4,100 feet from DER, 161 feet left of centerline, 109 feet AGL/728 feet MSL. Fence 198 feet from DER, 3 feet right of centerline, 12 feet AGL/630 feet MSL. Trees beginning 183 feet from DER, 65 feet right of centerline, up to 72 feet AGL/686 feet MSL.

NOTE: RWY 31C, LOC 239 feet from DER, on centerline, 10 feet AGL/617 feet MSL. Trees beginning 452 feet from DER, 454 feet left of centerline, up to 63 feet AGL/667 feet MSL. Spire 2,207 feet from DER, 699 feet left of centerline, 78 feet AGL/684 feet MSL. Multiple poles and trees beginning 142 feet from DER, 28 feet right of centerline, up to 73 feet AGL/672 feet MSL. DME 183 feet from DER, 309 feet right of centerline, 17 feet AGL/624 feet MSL. Sign 1,528 feet from DER, 270 feet right of centerline, 52 feet AGL/652 feet MSL. Tank 5,576 feet from DER, 1,430 feet right of centerline, 162 feet AGL/756 feet MSL.

NOTE: RWY 31R, Multiple poles and trees beginning 379 feet from DER, 49 feet left of centerline, up to 65 feet AGL/664 feet MSL. Pole and trees beginning 70 feet from DER, 50 feet right of centerline, up to 68 feet AGL/667 feet MSL.

EC-3, 23 SEP 2010 to 21 OCT 2010



EC-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .

DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

MAGOO TRANSITION (MAGOO.MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .

PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

. . . . From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	4751
044°	TDZE	617
	Apt Elev	620

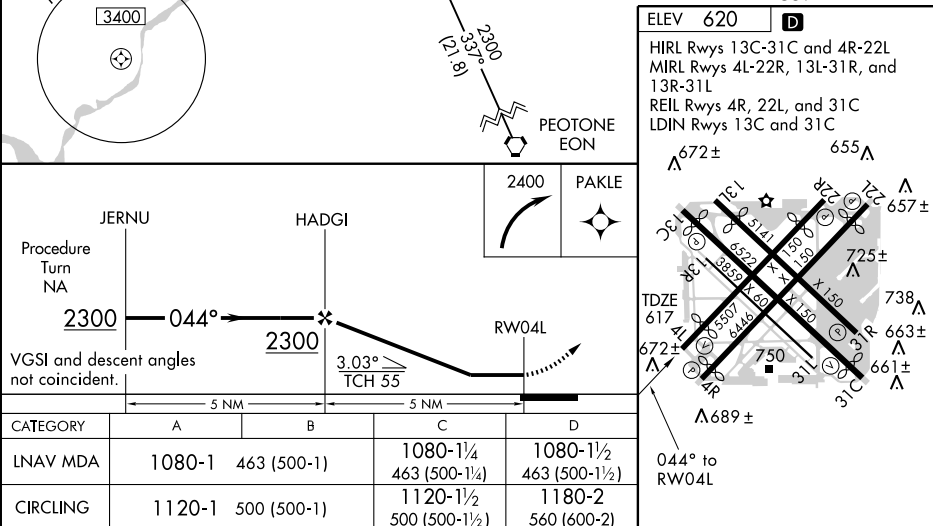
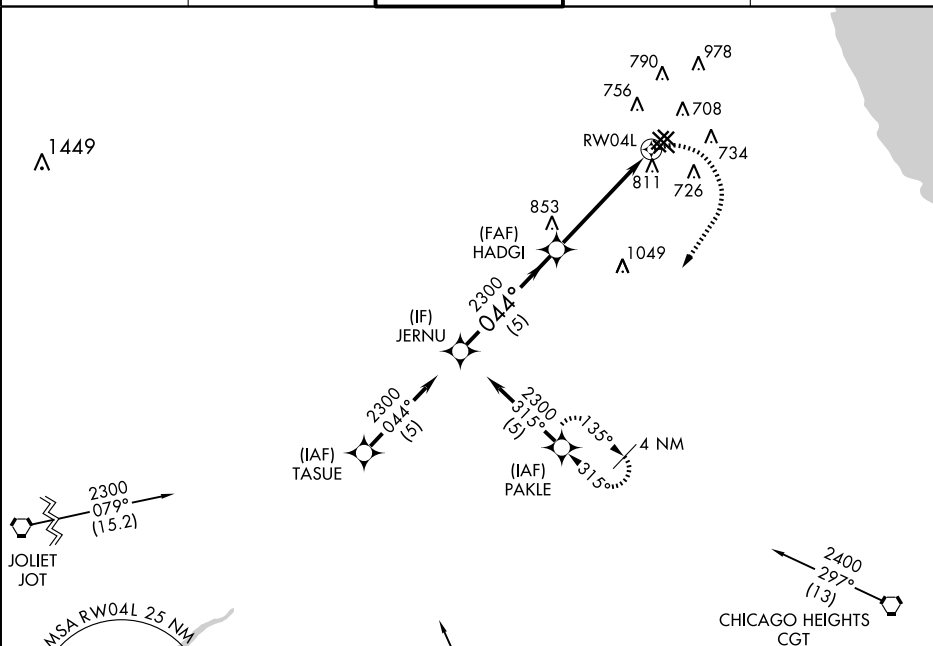
RNAV (GPS) RWY 4L

CHICAGO MIDWAY INTL (MDW)

V GPS or RNP-0.3 Required.
NA DME/DME RNP-0.3 NA
 Straight-in Minimums NA at night.

MISSED APPROACH: Climbing right turn to 2400
 direct PAKLE WP and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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WAAS CH 65614 W04A	APP CRS 044°	Rwy Idg 5928 TDZE 619 Apt Elev 620
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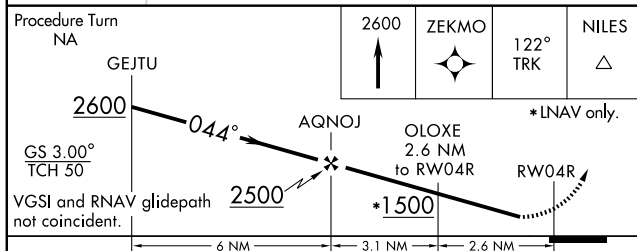
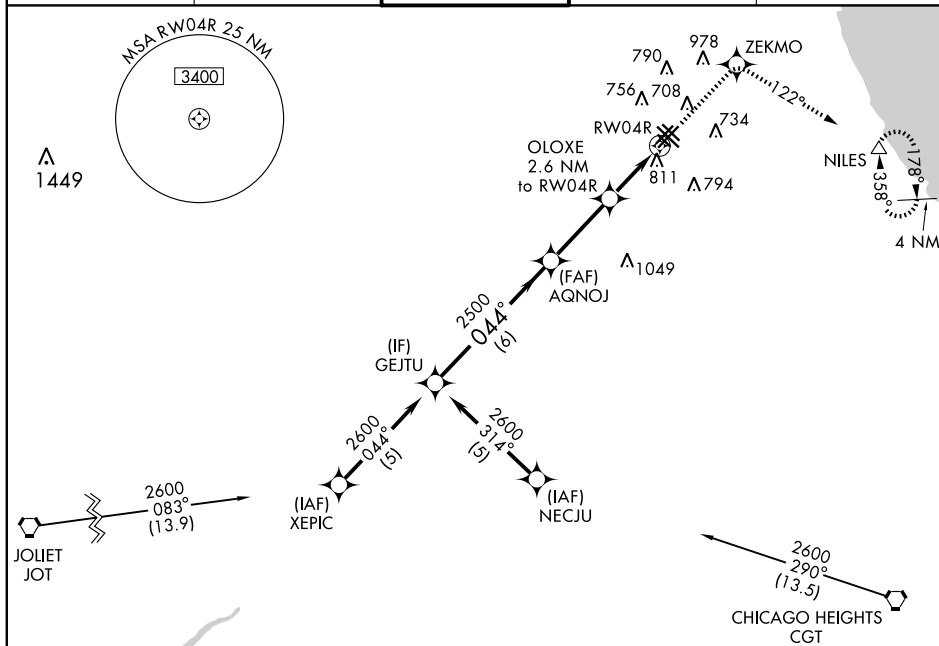
RNAV (GPS) RWY 4R

CHICAGO MIDWAY INTL (MDW)

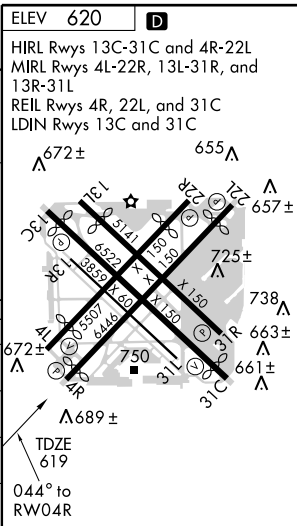
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct ZEKMO and via 122° track to NILES and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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CATEGORY	A	B	C	D
LPV DA	980/60		361 (400-1½)	
LNAV/VNAV DA	1080-1½		461 (500-1½)	
LNAV MDA	1080/50 461 (500-1)		1080/60 461 (500-1½)	1080-1½ 461 (500-1½)
CIRCLING	1120-1 500 (500-1)		1120-1½ 500 (500-1½)	1180-2 560 (600-2)



APP CRS	Rwy Idg	4389
135°	TDZE	609
	Apt Elev	620

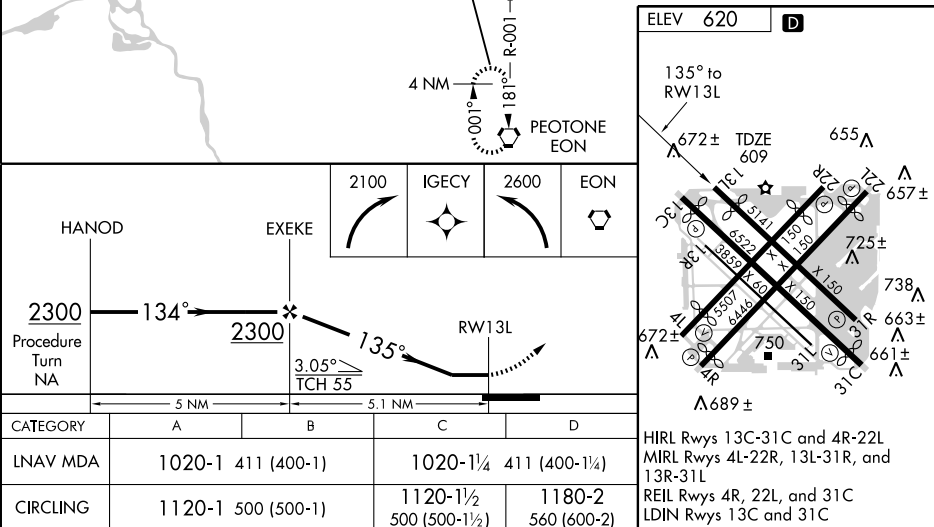
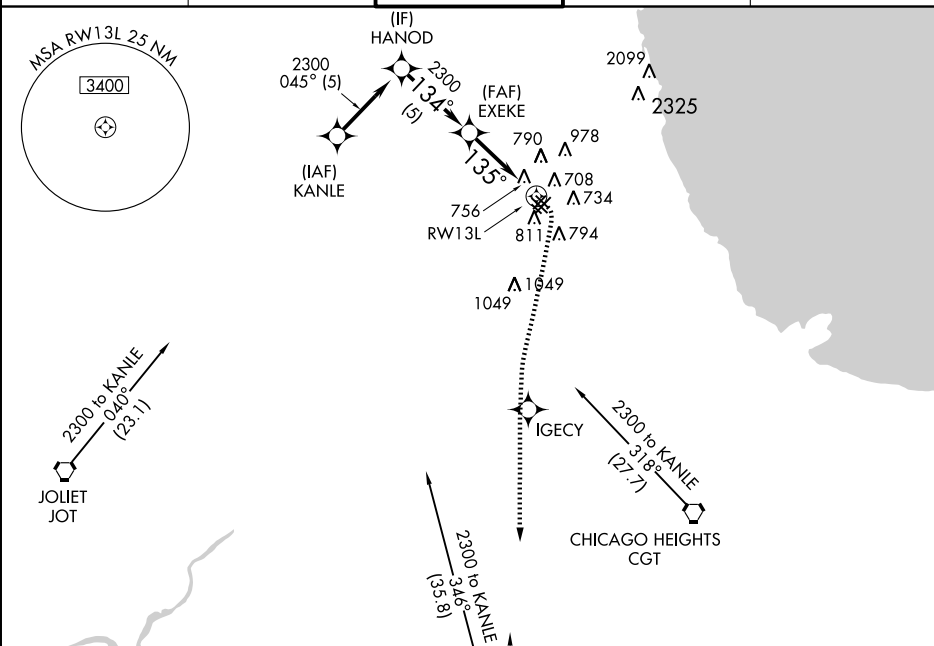
RNAV (GPS) RWY 13L

CHICAGO MIDWAY INTL (MDW)

V GPS or RNP-0.3 Required.
Δ NA DME/DME RNP-0.3 NA
 Straight-in Minimums NA at night.

MISSED APPROACH: Climbing right turn to 2100 direct
 IGENCY WP then climbing left turn to 2600 direct
 EON VORTAC and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



APP CRS **225°**
 Rwy ldg **4629**
 TDZE **612**
 Apt Elev **620**

RNAV (GPS) RWY 22R

CHICAGO MIDWAY INTL (MDW)

V DME/DME RNP-0.3 NA
Δ NA Straight-in Minimums NA at night.

MISSED APPROACH: Climb to 2100 direct
 IGENCY WP then climbing right turn to 3000
 direct EON VORTAC and hold.

ATIS
132.75

CHICAGO APP CON
118.4 388.0

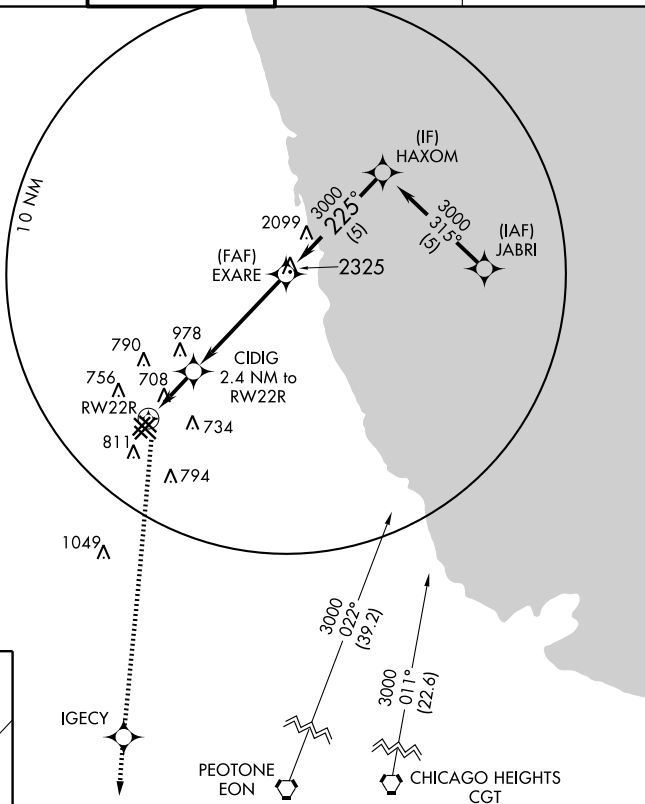
MIDWAY TOWER
118.7 226.3

GND CON
121.65

CLNC DEL
121.85

MSA RW22R 2.5 NM

3400



MISSED APCH FIX



ELEV **620**

D

225° to
 RW22R

TDZE

612 655

Δ

657±

Δ

657±

Δ

657±

Δ

657±

Δ

657±

Δ

657±

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657±

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657±

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657±

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657±

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657±

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657±

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HIRL Rwy 13C-31C and 4R-22L
 MIRL Rwy 4L-22R, 13L-31R, and
 13R-31L
 REIL Rwy 4R, 22L, and 31C
 LDIN Rwy 13C and 31C

CHICAGO, ILLINOIS

Orig-A 8APR10

41° 47'N-87° 45'W

CHICAGO MIDWAY INTL (MDW)

RNAV (GPS) RWY 22R

WAAS CH 50512 W31A	APP CRS 315°	Rwy Idg 5826 TDZE 613 Apt Elev 620
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RNAV (GPS) RWY 31C

CHICAGO MIDWAY INTL (MDW)



Circling to Rwy 4L, 13L-31R, 13R-31L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

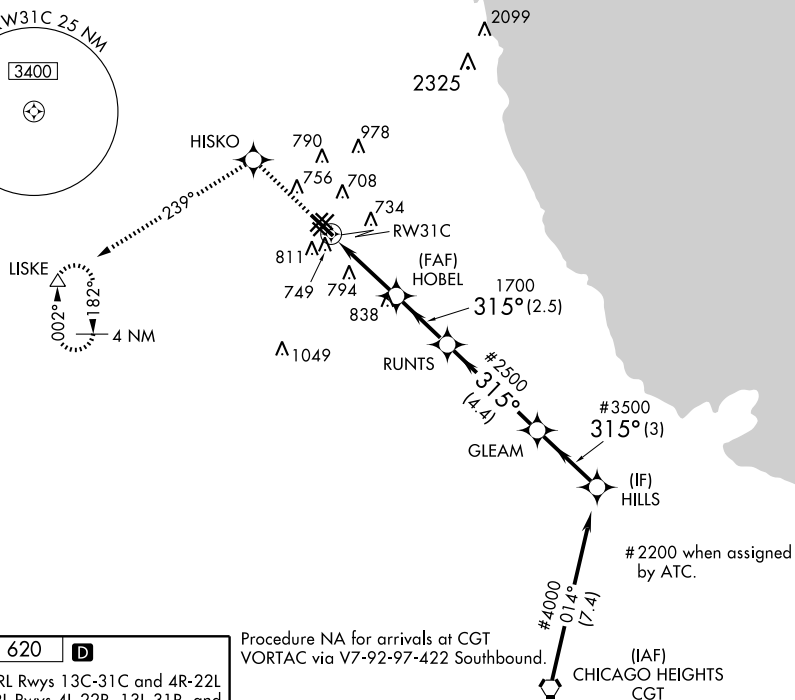
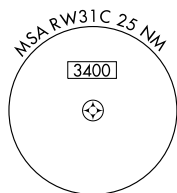
MISSED APPROACH: Climb to 2500 direct HSKO and via 239° track to LISKE and hold.

ATIS
132.75

CHICAGO APP CON
118.4 388.0

MIDWAY TOWER
118.7 226.3

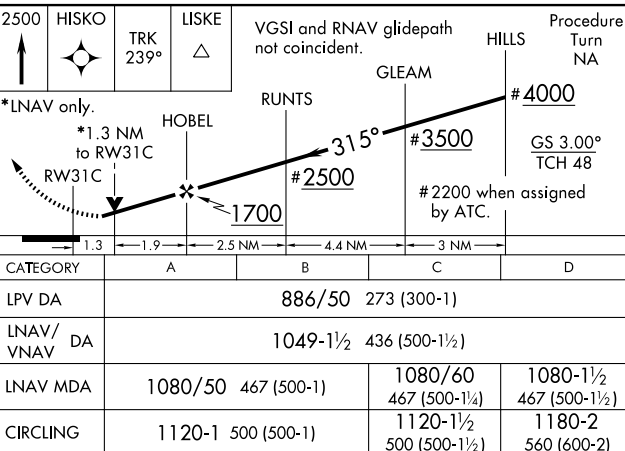
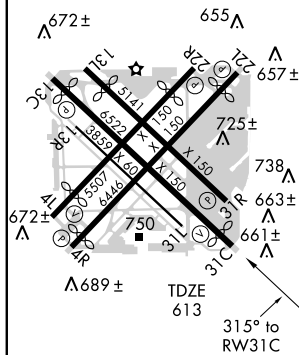
GND CON
121.65

CLNC DEL
121.85

Procedure NA for arrivals at CGT
VORTAC via V7-92-97-422 Southbound.

ELEV 620

HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
REIL Rwy 4R, 22L, and 31C
LDIN Rwy 13C and 31C



CHICAGO, ILLINOIS
Amdt 1 10266

CHICAGO MIDWAY INTL (MDW)

41° 47'N-87° 45'W

RNAV (GPS) RWY 31C

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS 315°	Rwy Idg TDZE Apt Elev	5142 609 620
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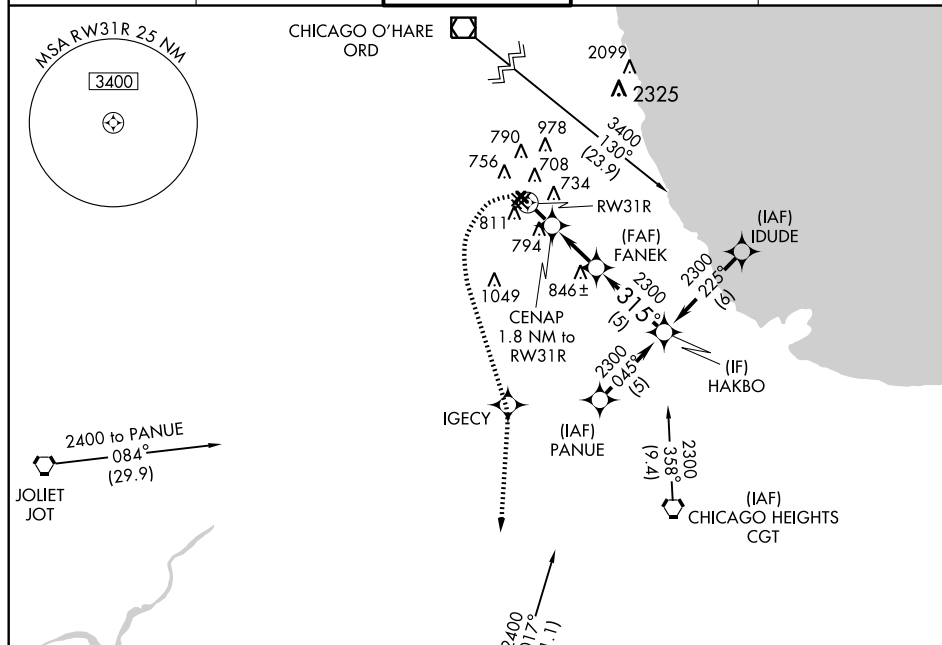
RNAV (GPS) RWY 31R

CHICAGO MIDWAY INTL (MDW)

T DME/DME RNP-0.3 NA.
A NA
Straight-in Minimums NA at night.

MISSED APPROACH: Climbing left turn to 2300 direct
IGECY WP then climbing right turn to 2600 direct
EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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ELEV	620
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D

HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and
13R-31L
REIL Rwy 4R, 22L, and 31C
LDIN Rwy 13C and 31C

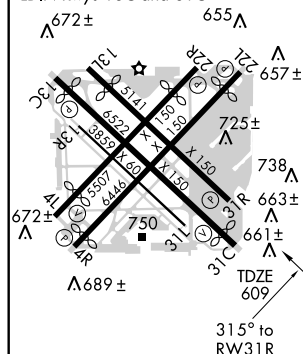


Diagram illustrating a flight procedure for RW31R, showing a 315° heading, a 3.05° TCH 55, a 1140m distance to the runway, and a 1.8 NM distance to the RW31R. The diagram also shows the 2300 runway and the 2600 runway. The diagram is labeled 'CENAP 1.8 NM to RW31R' and 'RW31R'. The diagram is also labeled '2300' and '2600'. The diagram is also labeled 'FANEK' and 'HAKBO'. The diagram is also labeled 'VGSI and descent angles not coincident.'

CHICAGO, ILLINOIS
Orig-A 11MAR10

41°47'N - 87°45'W

CHICAGO MIDWAY INTL (MDW)
RNAV (GPS) RWY 31R

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6059
135°	TDZE	611
	Apt Elev	620

RNAV (GPS) Z RWY 13C
CHICAGO MIDWAY INTL (MDW)

▼ DME/DME RNP-0.3 NA:
▲ NA Circling NA to night to Rwy 4L, 13L-31R, 13R-31L.
 When VGSi inoperative, procedure NA at night.
 Baro-VNAV NA below -16°C (4°F).

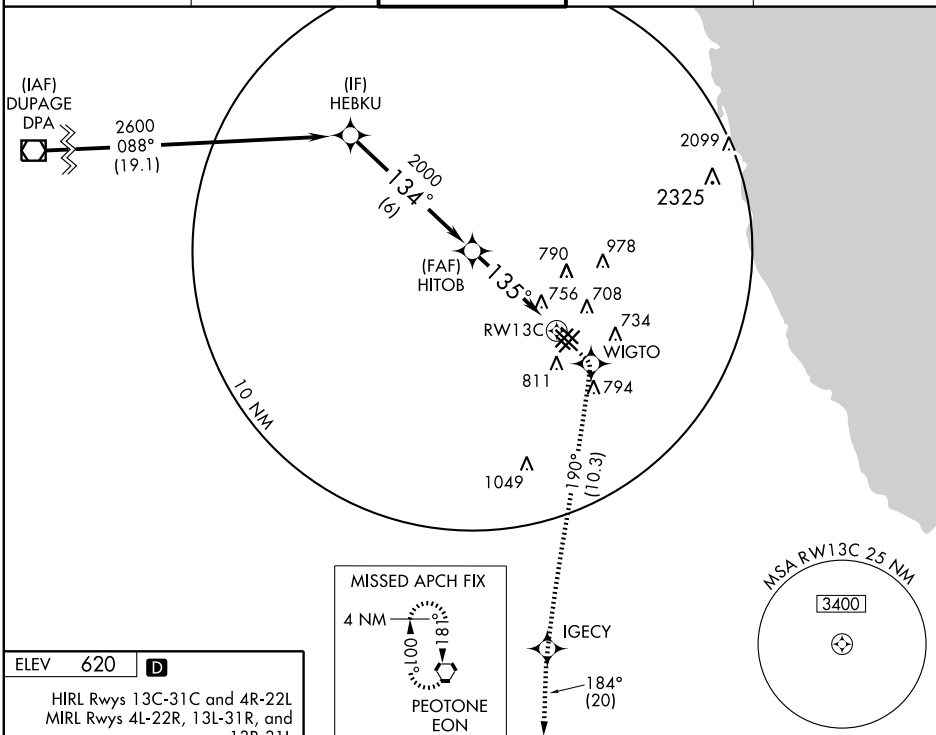
MISSED APPROACH: Climb to 2100 direct WIGTO and via 190° track to IGECY, then climb to 2600 via 184° track to EON VORTAC and hold.

ATIS
132.75

CHICAGO APP CON
118.4 388.0

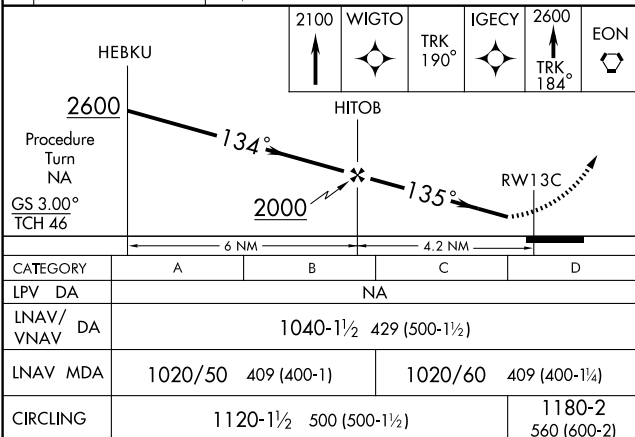
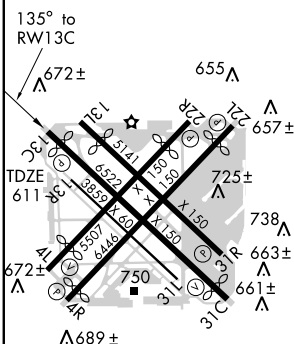
MIDWAY TOWER
118.7 226.3

GND CON
121.65

CLNC DEL
121.85

ELEV 620

HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and
13R-31L
REIL Rwy 4R, 22L, and 31C
LDIN Rwy 13C and 31C



APP CRS	Rwy Idg	6059
135°	TDZE	611
	Apt Elev	620

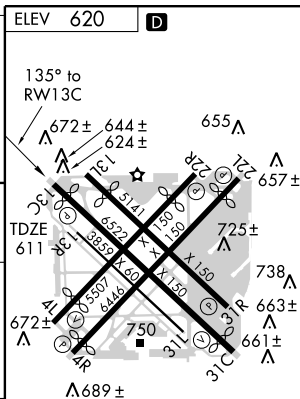
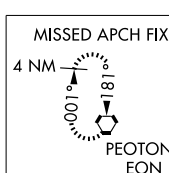
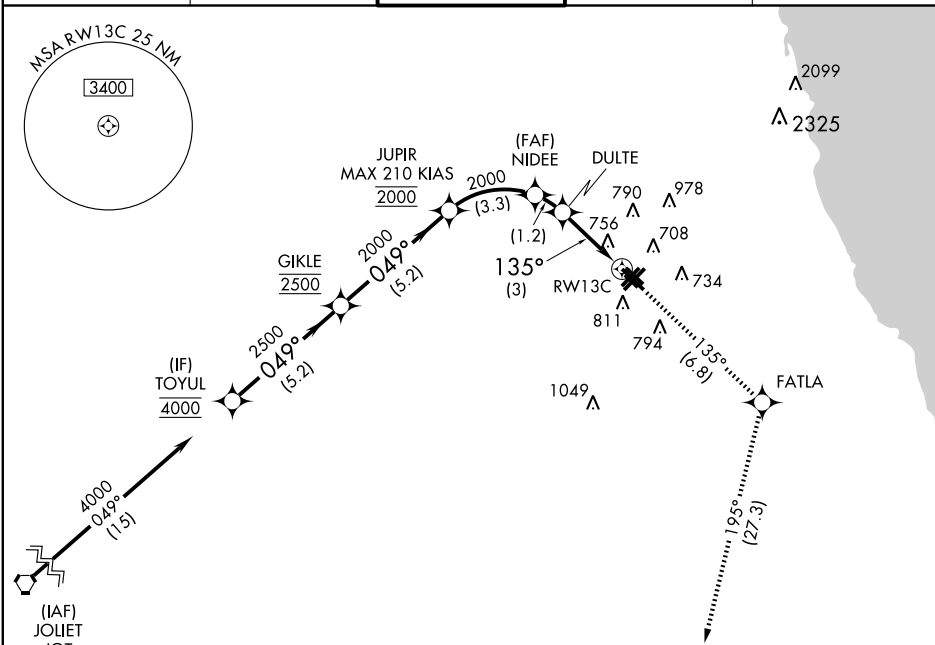
RNAV (RNP) Y RWY 13C

CHICAGO MIDWAY INTL (MDW)

RF, GPS, and RADAR REQUIRED. For uncompensated Baro-VNAV systems, procedure NA below -15° C (5° F) or above 47° C (116° F). When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 2600 via 135° track to FATLA and 195° track to EON VORTAC and hold.

ATIS	CHICAGO APP CON	MIDWAY TOWER	GND CON	CLNC DEL
132.75	118.4 388.0	118.7 226.3	121.65	121.85



TOYUL	GIKLE	JUPIR	NIDEE	DULTE	FATLA	EON
4000	2500	2000	2000	1617	135°	195°
Procedure Turn NA						
GP 3.00°						
TCH 46						
	5.2 NM	5.2 NM	3.3 NM	1.2 NM	3 NM	
CATEGORY	A	B	C	D		
RNP 0.30 DA		1065-1½	454 (500-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
REIL Rwy 4R, 22L, and 31C
LDIN Rwy 13C and 31C

VORTAC CGT 114.2	APP CRS 235°	Rwy Idg TDZE Apt Elev	5812 610 620
Chan 89			

VOR/DME RNAV or GPS RWY 22L

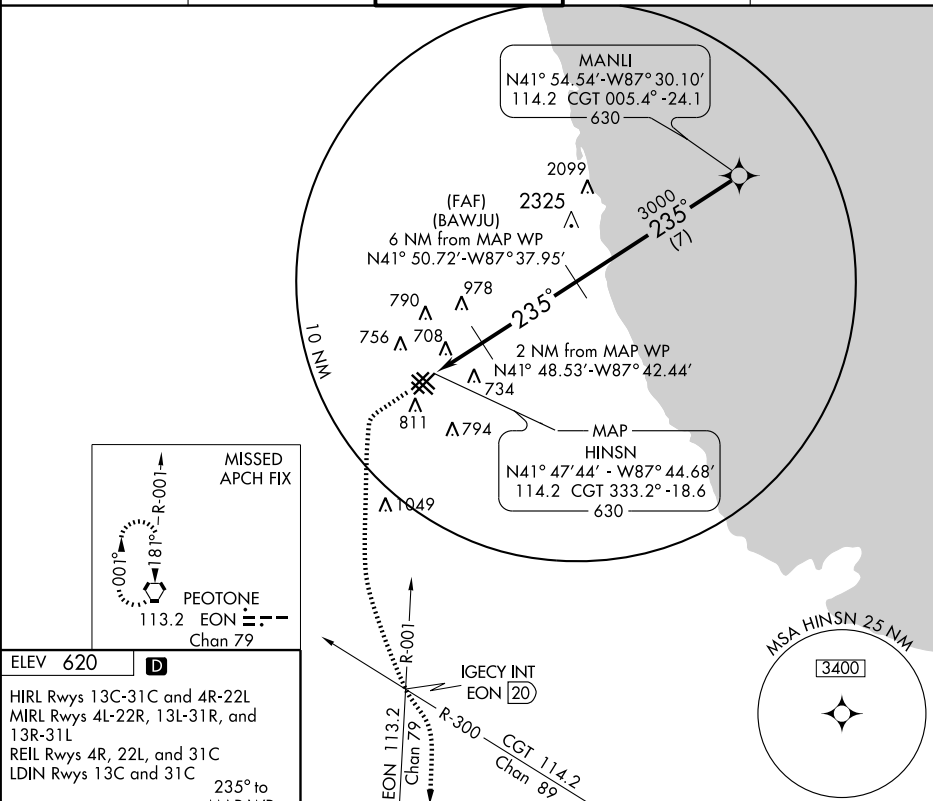
CHICAGO MIDWAY INTL (MDW)



RADAR REQUIRED

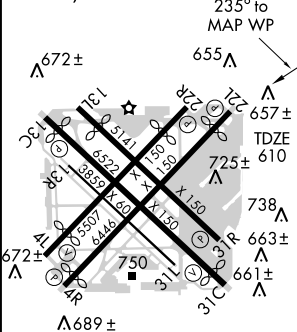
MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 via EON VORTAC R-001 until crossing IGEY Int, then climb to 2600 to EON VORTAC and hold.

ATIS 132.75	CHICAGO APP CON 118.4 388.0	MIDWAY TOWER 118.7 226.3	GND CON 121.65	CLNC DEL 121.85
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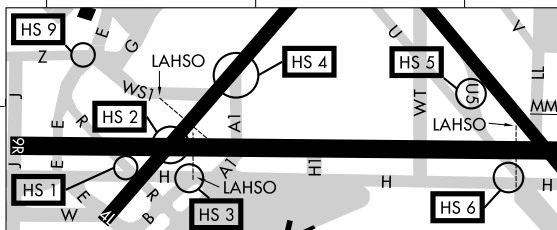
ELEV 620 **D**

HIRL Rwy 13C-31C and 4R-22L
MIRL Rwy 4L-22R, 13L-31R, and 13R-31L
REIL Rwy 4R, 22L, and 31C
LDIN Rwy 13C and 31C



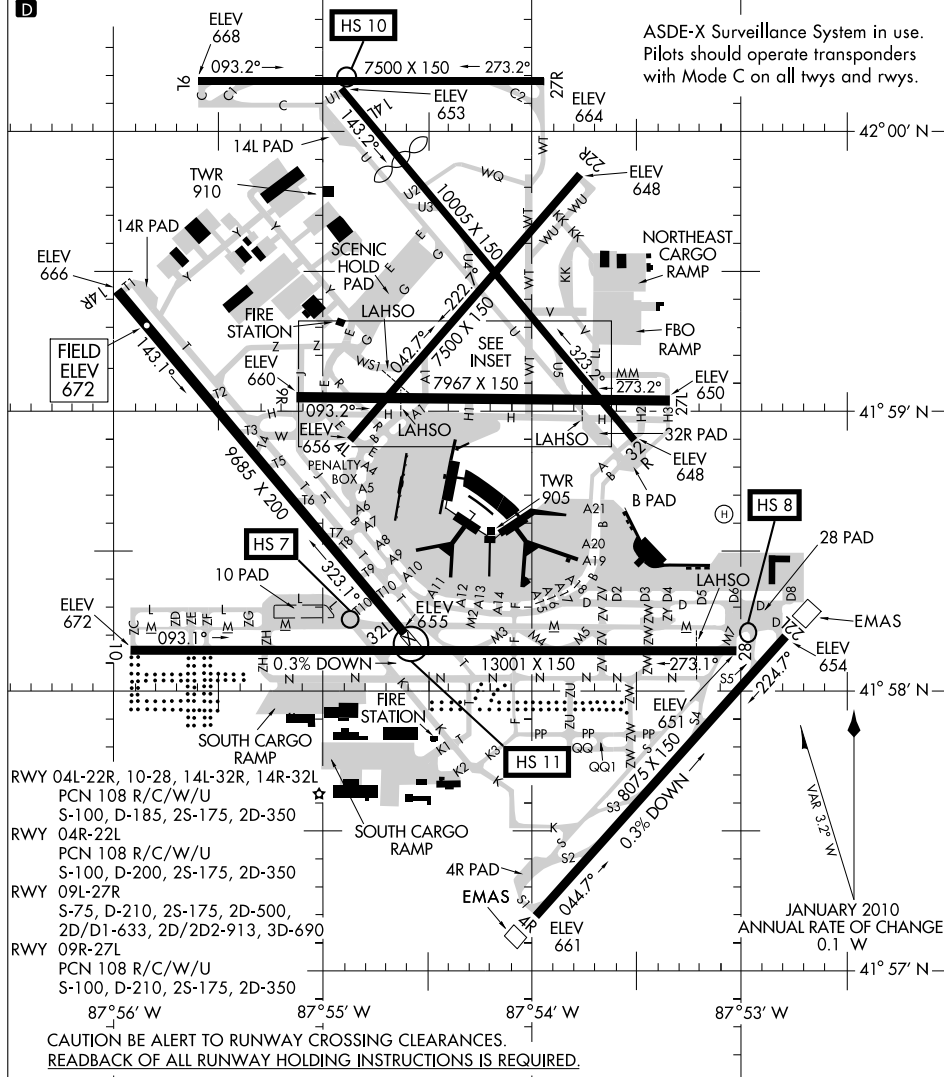
	1300	2000	IGEY INT EON R-001 113.2	2600	EON 113.2	(BAWJU) 6 NM from MAP WP	MANLI WP
			HINSN MAP WP	2 NM from MAP WP	235°	3000	3000
					3.67° TCH 53	VGSI and descent angles not coincident.	
					2 NM	4 NM	7 NM
CATEGORY	A	B	C	D			
S-22L	1300-1	690 (700-1)	1300-2 690 (700-2)	1300-2 1/4 690 (700-2 1/4)			
CIRCLING	1300-1	680 (700-1)	1300-2 680 (700-2)	1300-2 1/4 680 (700-2 1/4)			

ATIS
135.4 282.225
O'HARE TOWER NORTH
128.15
O'HARE TOWER CENTER
120.75 126.9 132.7 348.0
GND CON TOWER NORTH
124.125
GND CON TOWER CENTER
121.75 226.675 (OBND)
121.9 226.675 (IBND)
CLNC DEL
121.6



D

ASDE-X Surveillance System in use.
Pilots should operate transponders
with Mode C on all twys and rwys.



EC-3. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

10266

CHICAGO, ILLINOIS
CHICAGO-O'HARE INTL (ORD)

CHICAGO O'HARE INTL (ORD) 14 NW UTC-6(-5DT) N41°58.90' W87°54.40'

CHICAGO

672 B S4 FUEL 100LL, JET A1 OX 1, 2, 3, LRA Class I, ARFF Index E NOTAM FILE ORD COPTER

RWY 10-28: H13001X150 (ASPH-CONC-GRVD) S-100, D-185, H-5E, L-28H, A

2S-175, 2D-350 PCN 108 R/C/W/U HIRL CL IAP, AD

RWY 10: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 74'. Pole.

0.3% down.

RWY 28: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 79'. Sign.

RWY 14L-32R: H10005X150 (ASPH-GRVD) S-100, D-185,

2S-175, 2D-350 PCN 108 R/C/W/U HIRL CL

RWY 14L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75'. Thld dsplcd

1998'.

RWY 32R: MALSR. TDZL. Pole.

RWY 14R-32L: H9685X200 (ASPH-CONC-GRVD) S-100, D-185,

2S-175, 2D-350 PCN 108 R/C/W/U HIRL CL

RWY 14R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 69'. Trees.

RWY 04R-22L: H8075X150 (ASPH-GRVD) S-100, D-200, 2S-175,

2D-350 PCN 108 R/C/W/U HIRL CL

RWY 04R: MALSR. TDZL. 0.3% down.

RWY 22L: MALSR. TDZL. Antenna.

RWY 09R-27L: H7967X150 (ASPH-CONC-GRVD) S-100, D-210,

2S-175, 2D-350 PCN 108 R/C/W/U HIRL CL

RWY 09R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 74'.

RWY 27L: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72'. Antenna.

RWY 04L-22R: H7500X150 (ASPH-GRVD) S-100, D-185, 2S-175,

2D-350 PCN 108 R/C/W/U HIRL CL

RWY 22R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 69'.

RWY 09L-27R: H7500X150 (CONC-GRVD) S-75, D-210, 2D-500, 2D/D1-633, 2D/2D2-913 HIRL CL

RWY 09L: ALSF2. TDZL. Antenna.

RWY 27R: ALSF2. TDZL. Antenna.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09R	14L-32R	6100
RWY 10	Twy S	12156
RWY 22R	09R-27L	6050
RWY 27L	04L-22R	5700

RUNWAY DECLARED DISTANCE INFORMATION

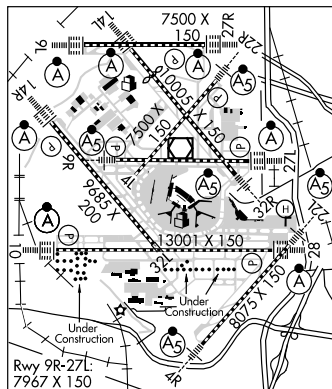
RWY 04L:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 04R:	TORA-8075	TODA-8075	ASDA-8075	LDA-8075
RWY 09L:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 09R:	TORA-7967	TODA-7967	ASDA-7967	LDA-7967
RWY 10:	TORA-13000	TODA-13000	ASDA-13000	LDA-12246
RWY 14L:	TORA-10005	TODA-10005	ASDA-10005	LDA-8007
RWY 14R:	TORA-9685	TODA-9685	ASDA-9662	LDA-8650
RWY 22L:	TORA-8075	TODA-8075	ASDA-8075	LDA-8075
RWY 22R:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 27L:	TORA-7967	TODA-7967	ASDA-7967	LDA-7967
RWY 27R:	TORA-7500	TODA-7500	ASDA-7500	LDA-7500
RWY 32L:	TORA-9685	TODA-9685	ASDA-9685	
RWY 32R:	TORA-10005	TODA-10005	ASDA-10005	LDA-10005

ARRESTING GEAR/SYSTEM

RWY 04R: EMAS

RWY 22L: EMAS

AIRPORT REMARKS: Special Air Traffic Rules—Part 93. Attended continuously. Rwy 32L CLOSED to arrivals. Birds on and in/ov arpt. Pyrotechnics and bird cannons in use for bird control. General aviation ramp and FBO located at the north east ramp vicinity of Rwy 27L approach. PAEW near various twys. Twr is authorized to conduct arrivals to Rwy 14L and Rwy 14R while conducting simultaneous opposite direction departures off of Rwy 09R and Rwy 28 during IFR weather conditions. Twr is authorized to conduct simultaneous converging instrument approaches to Rwy 14R and Rwy 22R while conducting simultaneous opposite direction departures off of Rwy 09R and Rwy 28 during IFR weather conditions. Twr is authorized to conduct simultaneous opposite direction departures on Rwy 09R and Rwy 28 during IFR weather conditions. ASDE-X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Magnetic deviation possible immediately W of Twy M7 and Rwy 22L apch on Twy M. Taxi Into Position and Hold Waiver in effect after dark at the following intersections, Rwy 32L at Twy T-10, Rwy 28 at Twy ZW and Twy ZV, Rwy 14L at Twy U2 and Twy V, Rwy 32R at Twy V and Rwy 10 at



CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

Twy ZH. These rwys will be used for departures only when exercising the provisions of this waiver. Rwy 04L and Rwy 22R touchdown and rollout rwy visual range avbl. Rwy 04R, Rwy 10, Rwy 28, Rwy 22L, Rwy 09L, Rwy 27R, Rwy 09R, Rwy 27L, Rwy 14L, Rwy 32R, Rwy 32L and Rwy 14R touchdown, midfield and rollout rwy visual range avbl. Be Alert: The northeast/southwest portion of Twy Y is not visible from Center twr. Be Alert: Twy K-1 outbound or eastbound only, Twy K-2 inbound or westbound only and Twy S5 northbound only exiting rwy, Twy V westbound only between Twy WT and KK; Twy LL northbound only between Rwy 14L-32R and Twy MM. Be Alert: B747-400's, B777-300's or A340-600's cannot pass on Twys A and B insufficient wingtip clearance. Twy V rstd to acft less than 117' wingspan or wheelbase less than 30' (design group 4-5-6) between Twy KK and Twy LL. All part 91 and unscheduled Part 125, 133 and 135 charter operators etc Signature Flight Support at 773-686-7000 regarding new security regulations prior to dep. Arpt ngt time noise abatement procedures are in effect from 0400 to 1300Z; etc arpt manager 773-686-2255. Rwy 14R-32L possible low level turbulence on AER 14R. Primary run-up location ground run-up enclosure; secondary run-up locations avbl upon req contact city ops 773-686-2255. During periods of cold weather; the apch end of Rwy 32R may not be visible from the ATCT due to steam plume from arpt heating plant. Be Alert: Of duplicate alpha-numeric twy designators and terminal gate designations involving the letters G, H, K, L and M. Acft with wingspan greater than 214'; require 48 hrs PPR—call 773-686-2255. Periodic fire department training at N sector of arpt. Fee req. Deicing fluid not avbl to transient acft. Rotating bcn OTS indef. Yankee Echo gate is manned 24 hours a day. Yankee Tango gate is manned 24 hours a day. Ldg fee. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Intersection Departures During Periods of Darkness. Intersecting Runway Operations, and Simultaneous Opposite Direction Operations. Intersecting Runway Operations. Simultaneous ILS Approaches with One Glide Slope Out of Service. Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (773) 462-0118. **HIWAS** 113.9 ORD. LLWAS. TDWR.

COMMUNICATIONS: D-ATIS 135.4 (773) 601-8921 **UNICOM** 122.95

① **APP CON** 119.0 (360°-179°) 133.625 128.45 125.7 (180°-359°) 121.15 124.35

O'HARE TOWER - CENTER 120.75 126.9 127.925 132.7

GND CON - CENTER 121.9 (Inbound) 121.75 (Outbound)

O'HARE TOWER - NORTH 128.15

GND CON - NORTH 124.125

CLNC DEL 121.6

PRE-TAXI CLNC 121.6 119.25 **GND METERING** 121.675

① **DEP CON** 125.0 (340°-159°) 125.4 (220°-339°) 126.625 (160°-219°)

AIRSPACE: CLASS B: See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE ORD.

(L) **VORW/DME** 113.9 ORD Chan 86 N41°59.26' W87°54.29' at fld. 650/2E. **HIWAS.**

NOTE: See Special Notices Section.

VOR portion unusable: 140°-155° byd 15 NM; 100°-140° and 155°-060° byd 35 NM blo 2,500'.

ILS 110.75 I-IDN Rwy 32R. Class IA.

ILS/DME 110.5 I-JAV Chan 42 Rwy 09R. Class IB. Loc unusable byd 30° left of course and byd 30° right of course.

ILS 110.1 I-LQQ Rwy 22L. Class IB. OM OTS indef.

ILS/DME 111.1 I-TSL Chan 48 Rwy 28. Class IIIE.

ILS/DME 109.75 I-ORD Chan 34(Y) Rwy 14R. Class IIIE.

ILS/DME 111.1 I-MED Chan 48 Rwy 10. Class IIIE.

ILS 111.3 I-RXZ Rwy 22R. Class IC.

ILS/DME 108.95 I-RVG Chan 26(Y) Rwy 32L.

ILS/DME 110.5 I-IAC Chan 42 Rwy 27L. Class IIIE.

ILS 110.1 I-FJU Rwy 04R. Class IE.

ILS/DME 110.9 I-OHA Chan 46 Rwy 14L. Class IIIE.

ILS 111.3 I-HNA Rwy 04L. LOC only.

ILS/DME 111.75 I-SAJ Chan 54(Y) Rwy 09L. Class IIID

ILS/DME 111.75 I-ABU Chan 54(Y) Rwy 27R. Class IIIE. DME unusable byd 10° right of course.

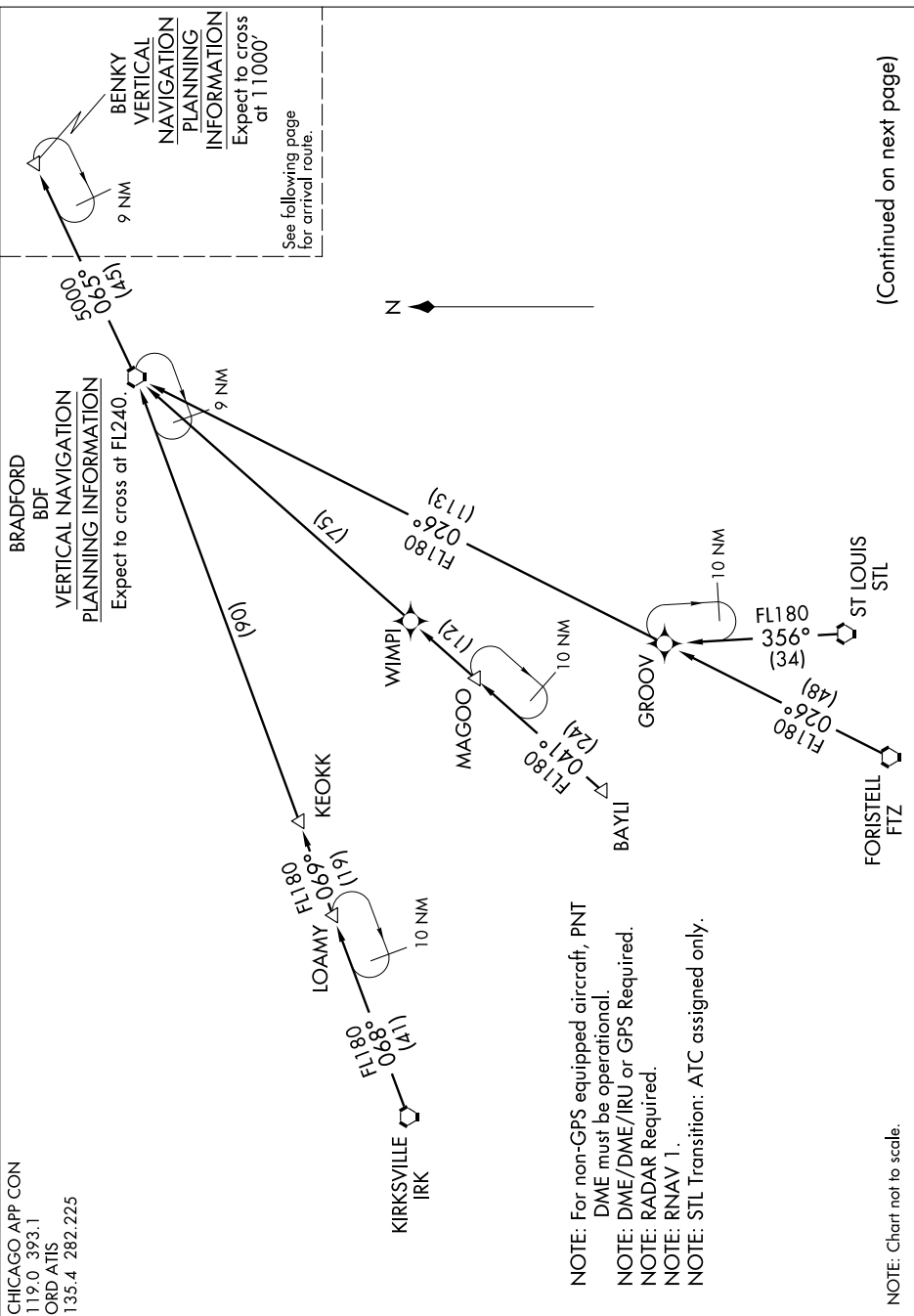
COMM/NAV/WEATHER REMARKS: CLASS B frequency 133.5 for VFR acft req tfc advisories or to transition CLASS B South of O'Hare. CLASS B frequency 120.55 for VFR acft req tfc advisories or to transition CLASS B North of O'Hare. If unable to ctc Chicago App/Dep Control 133.1; call 312-686-0681 to obtain IFR CLNC.

• • • • •
HELIPAD H1: H200X100 (CONC) PERIMETER LIGHTS

HELIPORT REMARKS: H1 apch departure paths are E and W.

BENKY ONE ARRIVAL (RNAV) Transition Routes

EC-3, 23 SEP 2010 to 21 OCT 2010



BENKY ONE ARRIVAL (RNAV) Transition Routes

(BENKY.BENKY1) 10042

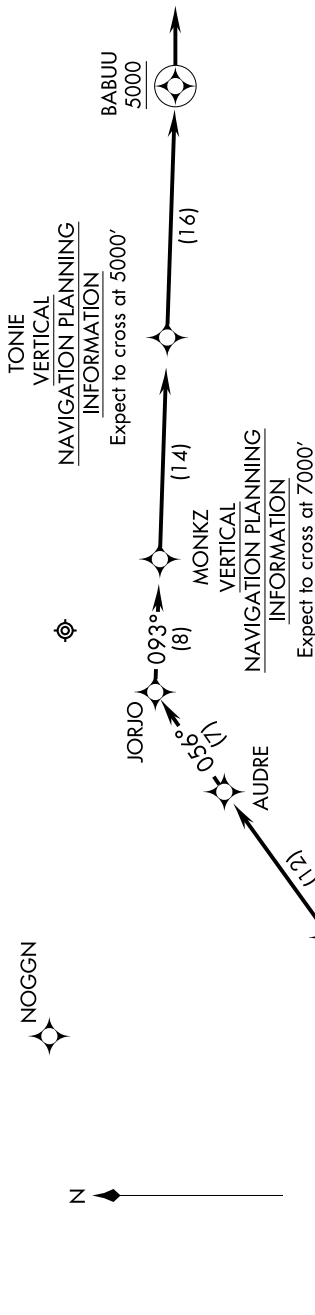
CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

EC-3, 23 SEP 2010 to 21 OCT 2010

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

CHICAGO APP CON
119.0 393.1
ORD ATIS
135.4 282.225



NOTE: ORD landing east: Expect radar vectors to final approach course after NEWRK.

**BENKY
VERTICAL
NAVIGATION PLANNING
INFORMATION**

BAYLI TRANSITION (BAYLI.BENKY1):
FORISTELL TRANSITION (FTZ.BENKY1):
KIRKSVILLE TRANSITION (IRK.BENKY1):
ST LOUIS TRANSITION (STL.BENKY1):

From BENKY via 065° track to NEWRK, thence as depicted to BABUU, thence via 093° heading. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

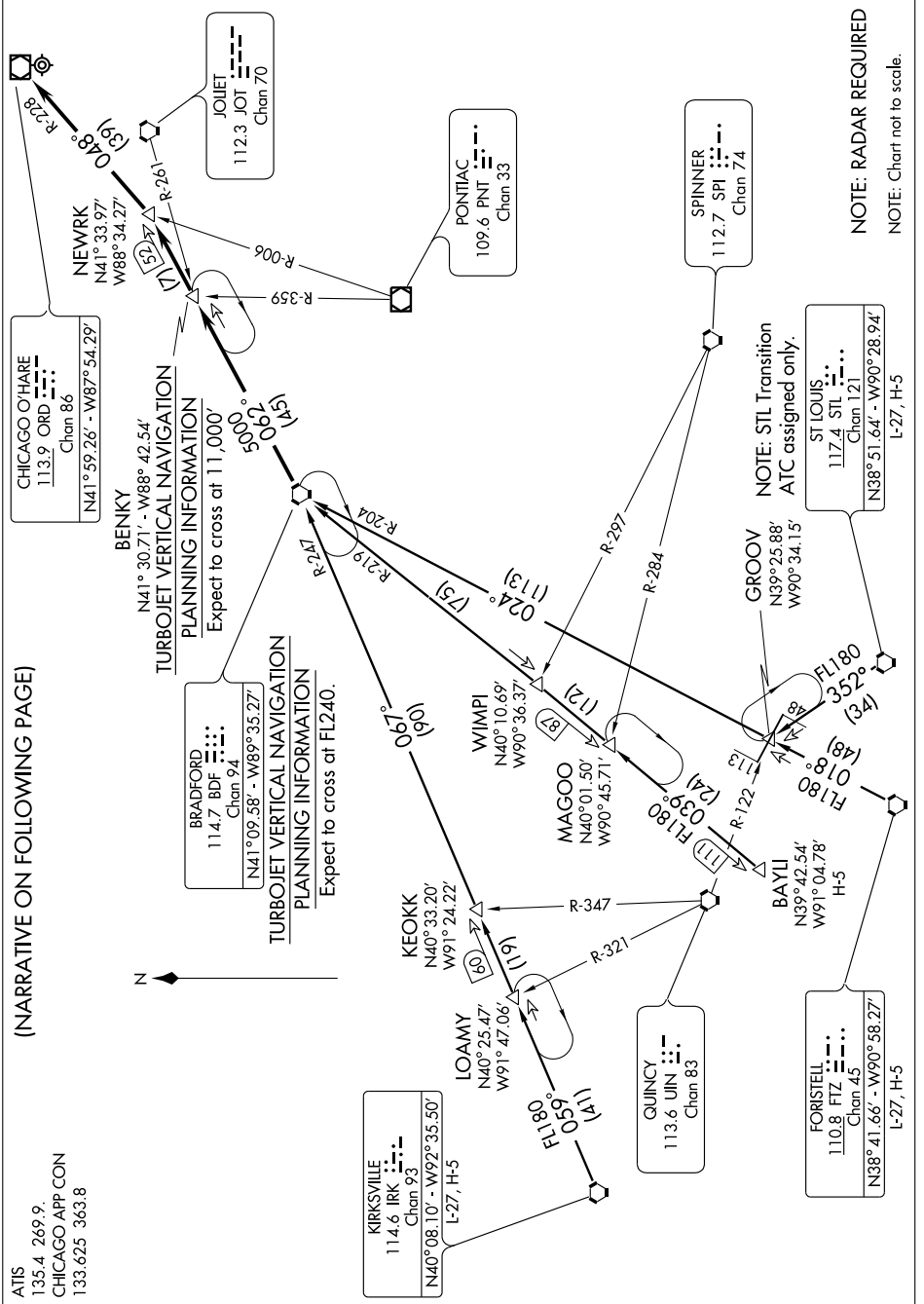
EC-3. 23 SEP 2010 to 21 OCT 2010

BRADFORD FIVE ARRIVAL

ST-166 (FAA)

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

EC-3, 23 SEP 2010 to 21 OCT 2010



EC-3, 23 SEP 2010 to 21 OCT 2010

BRADFORD FIVE ARRIVAL

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

ARRIVAL DESCRIPTION

BAYLI TRANSITION (BAYLI.BDF5): From over BAYLI INT via BDF R-219 to BDF VORTAC. Thence....
FORISTELL TRANSITION (FTZ.BDF5): From over FTZ VORTAC via FTZ R-018 and BDF R-204 to BDF VORTAC. Thence....
KIRKSVILLE TRANSITION (IRK.BDF5): From over IRK VORTAC via IRK R-059 and BDF R-247 to BDF VORTAC. Thence....
ST LOUIS TRANSITION (STL.BDF5): From over STL VORTAC via STL R-352 and BDF R-204 to BDF VORTAC. Thence....
....from over the BDF VORTAC via BDF R-062 to NEWRK INT, thence direct ORD VOR/DME. Expect vector to final approach course.

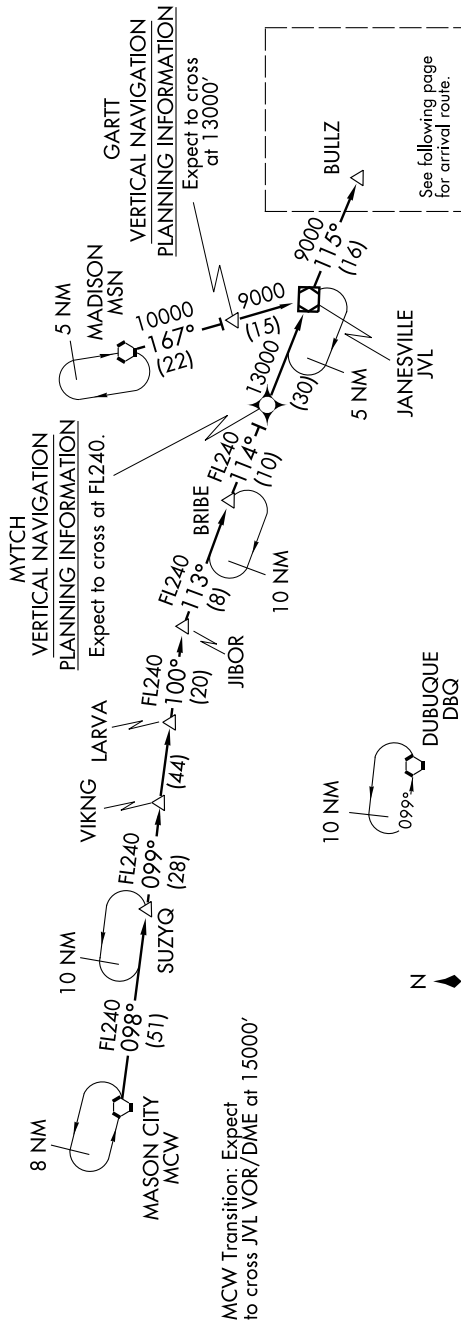
EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

(BULLZ.BULLZ1) 10042
BULLZ ONE ARRIVAL (RNAV) Transition Routes

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

NOTE: MSN Transition: For non-GPS equipped aircraft, BAE DME must be operational.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.



NOTE: Chart not to scale.

(Continued on next page)

BULLZ ONE ARRIVAL (RNAV) Transition Routes
(BULLZ.BULLZ1) 10042

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

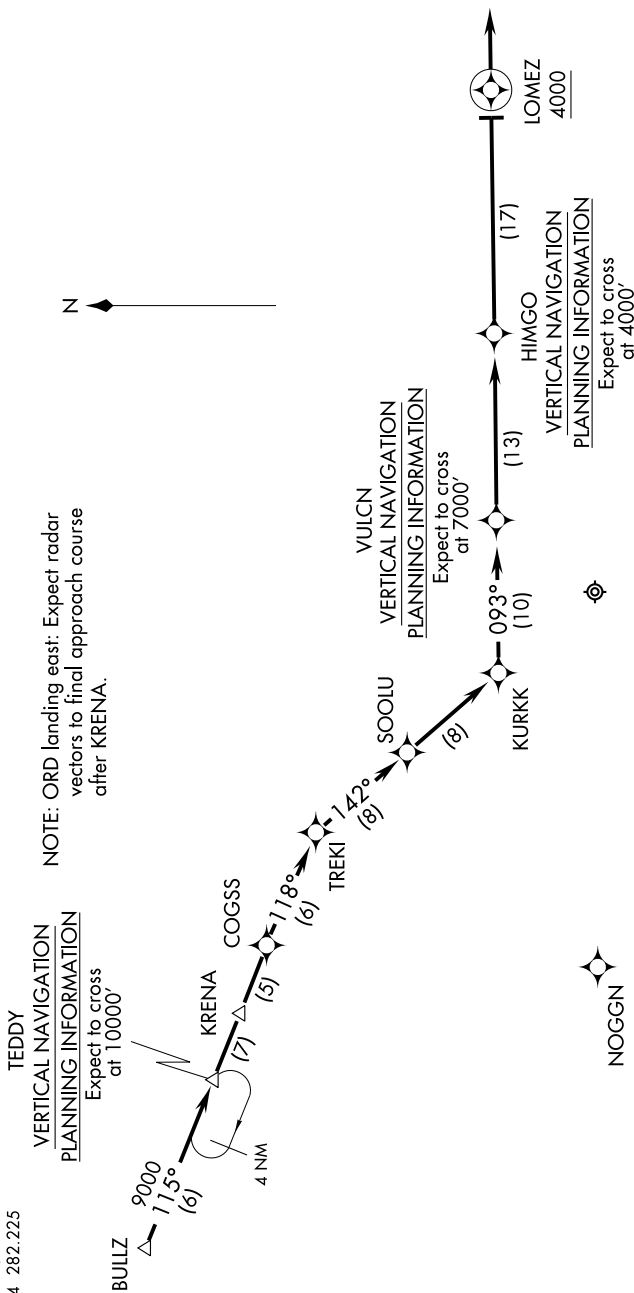
(BULLZ.BULLZ1) 10042

BULLZ ONE ARRIVAL (RNAV) Arrival Route

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

EC-3, 23 SEP 2010 to 21 OCT 2010

CHICAGO APP CON
119.0 393.1
ORD ATIS
135.4 282.225



BULLZ ONE ARRIVAL (RNAV) Arrival Route

(BULLZ.BULLZ1) 10042

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

MADISON TRANSITION (MSN.BULLZ1):
MASON CITY TRANSITION (MCW.BULLZ1):

From BULLZ via 115° track to TEDDY, thence as depicted to LOMEZ, thence via 093° heading. Expect radar vectors to final approach course.

EC-3, 23 SEP 2010 to 21 OCT 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS- WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

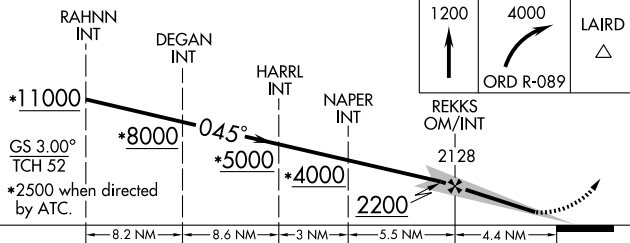
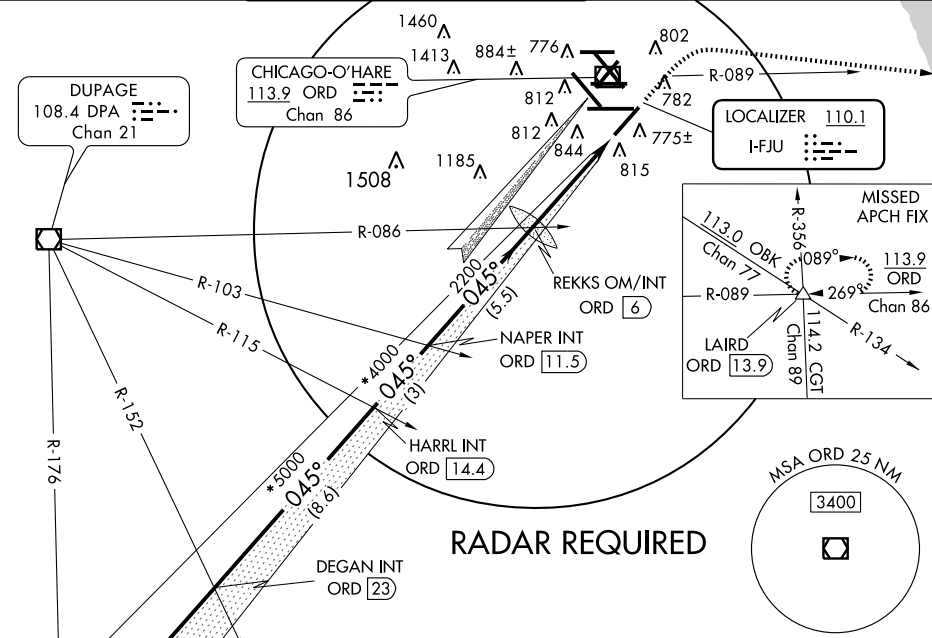
LOC I-FJU 110.1	APP CRS 045°	Rwy ldg TDZE 661 Apt Elev 672
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ILS or LOC RWY 4R

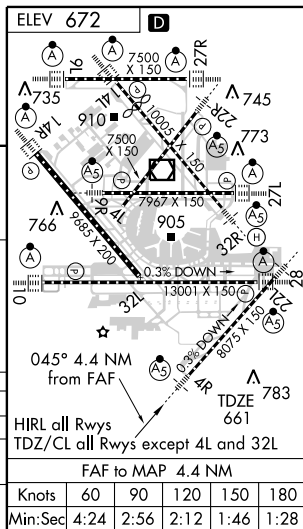
CHICAGO-O'HARE INTL (ORD)

	MALSR 	MISSED APPROACH: Climb to 1200, then climbing right turn to 4000 via ORD R-089 to LAIRD Int and hold.
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 (CENTER) 120.75 126.9 132.7 348.0	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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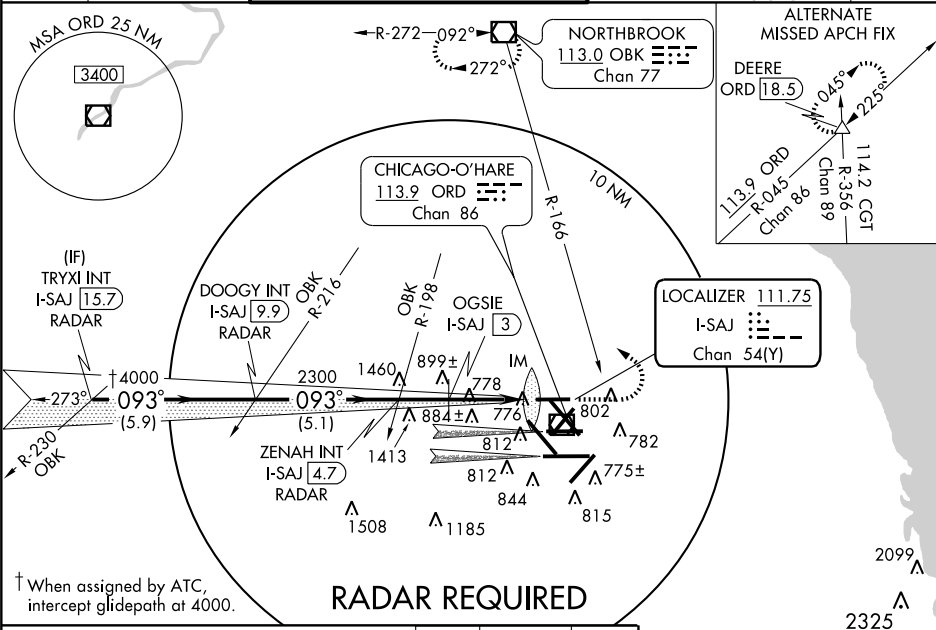
CATEGORY	A	B	C	D
S-ILS 4R	861/18	200 (200-1/2)		
S-LOC 4R	1260/24 599 (600-1/2)	1260/50 599 (600-1)	1260/60 599 (600-1/4)	
CIRCLING	1260-1 588 (600-1)	1260-1 1/2 588 (600-1/2)	1260-2 588 (600-2)	



LOC/DME I-SAJ <u>111.75</u> Chan 54 (Y)	APP CRS 093°	Rwy Idg 7500 TDZE 668 Apt Elev 672
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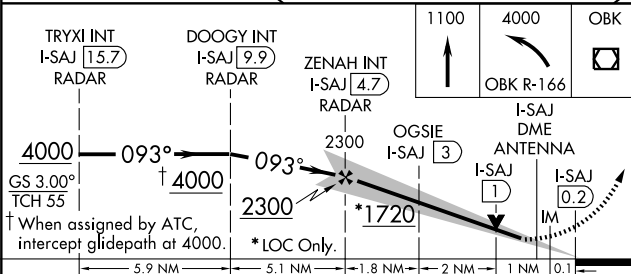
ILS or LOC RWY 9L
CHICAGO-O'HARE INTL (ORD)

	Simultaneous approach authorized with Rwy 9R and 10. Localizer unusable for rollout guidance.				ALSF-2 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.	
	ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	128.15 O'HARE TOWERS (NORTH) 120.75 126.9 132.7 348.0 (CENTER)			(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6

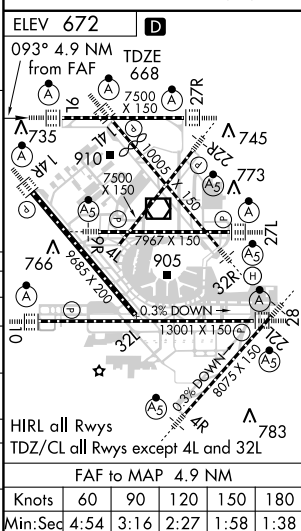


EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-ILS 9L	868/18 200 (200-½)			
S-LOC 9L	1720/40 1052 (1100-¾)	1720/50 1052 (1100-1)	1720-2½	1052 (1100-2½)
CIRCLING	1720-1¼ 1048 (1100-1¼)	1720-1½ 1048 (1100-1½)	1720-3	1048 (1100-3)
OGSIE FIX MINIMUMS				
S-LOC 9L	1080/24 412 (500-½)		1080/40 412 (500-¾)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



CHICAGO, ILLINOIS
Orig-B 10210

41°59'N - 87°54'W

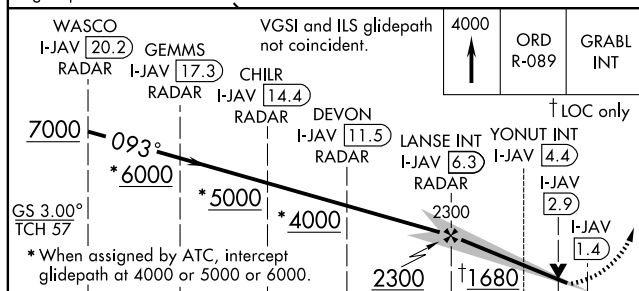
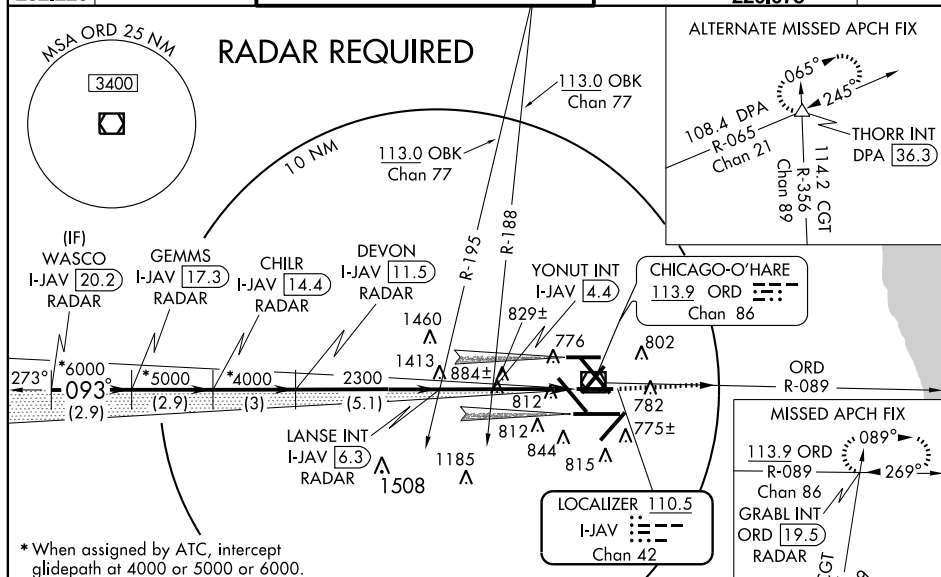
CHICAGO-O'HARE INTL (ORD)
ILS or LOC RWY 9L

LOC/DME I-JAV <u>110.5</u> Chan 42	APP CRS 093°	Rwy Idg 7967 TDZE 660 Apt Elev 672
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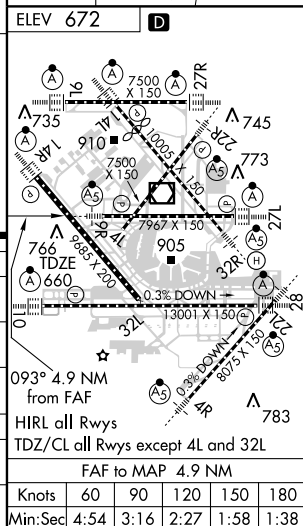
ILS or LOC RWY 9R
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9L and 10.
DME or RADAR Required.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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	2.9 NM	2.9 NM	3 NM	5.1 NM	1.9 NM	1.5	1.5	
CATEGORY	A	B	C	D				
S-ILS 9R	860/18 200 (200-½)							
S-LOC 9R	1680/40 1020 (1100-¾)	1680/50 1020 (1100-1)	1680-2 ½ 1020 (1100-2 ½)					
CIRCLING	1680-1 ¼ 1008 (1100-1 ¼)	1680-1 ½ 1008 (1100-1 ½)	1680-3 1008 (1100-3)					
YONUT FIX MINIMUMS								
S-LOC 9R	1200/24 540 (600-½)			1200/50 540 (600-1)		1200/60 540 (600-1 ¼)		
CIRCLING	1220-1 548 (600-1)			1220-1 ½ 548 (600-1 ½)		1240-2 568 (600-2)		



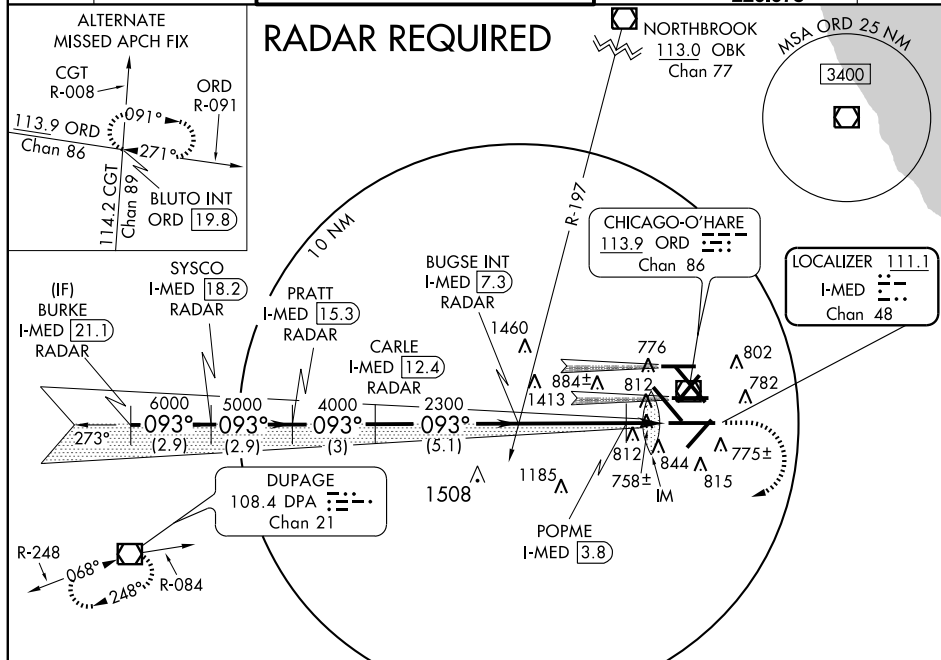
LOC/DME I-MED 111.1 Chan 48	APP CRS 093°	Rwy Idg 12246 TDZE 672 Apt Elev 672
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ILS or LOC RWY 10

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.	ALSIF-2 	MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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	BURKE I-MED 21.1 RADAR	SYSCO I-MED 18.2 RADAR	PRATT I-MED 15.3 RADAR	CARLE I-MED 12.4 RADAR	BUGSE INT I-MED 7.3 RADAR	POPME I-MED 3.8 IM	IM 2.4
	7000 093° **6000						
	GS 3.00° TCH 56						
	**When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.						
	- 2.9 NM - 2.9 NM - 3 NM - 5.1 NM - 3.5 NM - 1.3 - 0.1 -						
CATEGORY	A	B	C	D			
S-ILS 10	872/18			200 (200-½)			
S-LOC 10	1180/24	508 (600-½)	1180/50	508 (600-1)			
CIRCLING	1220-1	548 (600-1)	1220-1½	1240-2		568 (600-2)	
POPME FIX MINIMUMS							
S-LOC 10	1100/24	428 (500-½)	1100/40	1100/50		428 (500-1)	
CIRCLING	1220-1	548 (600-1)	1220-1½	1240-2		568 (600-2)	

LOC/DME I-OHA 110.9 Chan 46	APP CRS 143°	Rwy Idg TDZE Apt Elev	8007 653 672
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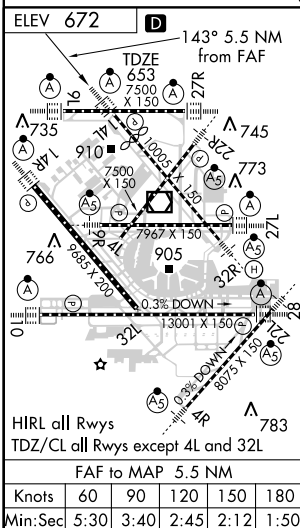
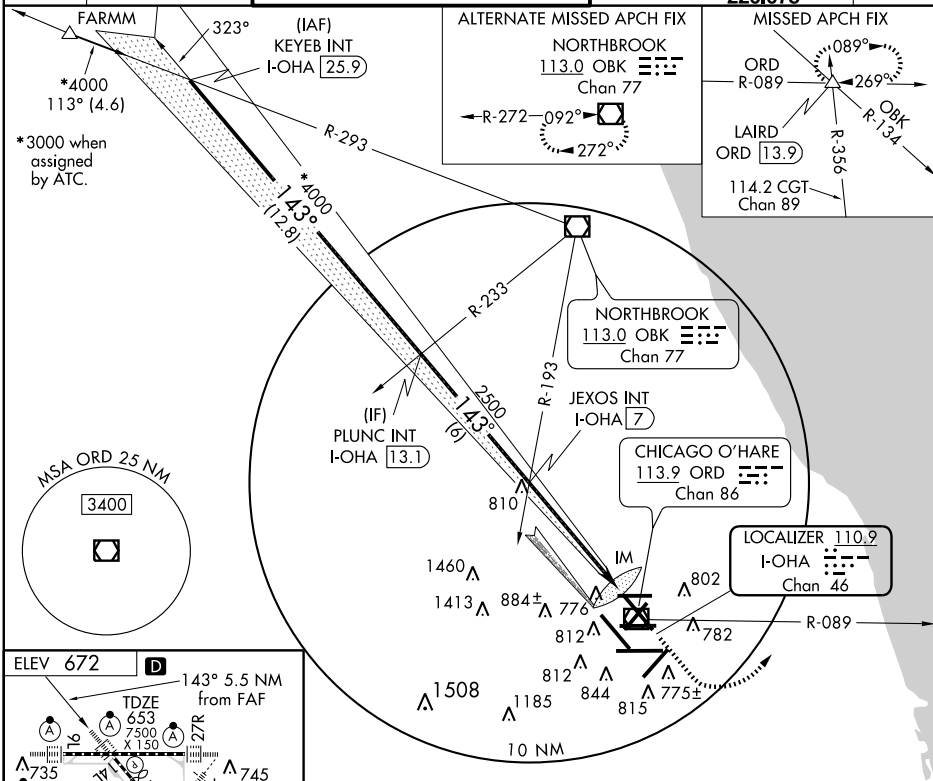
ILS or LOC RWY 14L
CHICAGO-O'HARE INTL (ORD)

T Simultaneous approach authorized with Rwy 14R.



MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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***3000 when assigned by ATC.**

KEYWB INT I-OHA [25.9] **PLUNC INT I-OHA [13.1]**

JEXOS INT I-OHA [7]

ORD R-089 **LAIRD**

1200 **4000** **hdg 059°**

Procedure Turn NA

***4000** **143°** ***4000** **143°** **2500** **2500** **I-OHA [2.8]** **IM** **I-OHA [1.5]**


GS 3.00° **TCH 58**

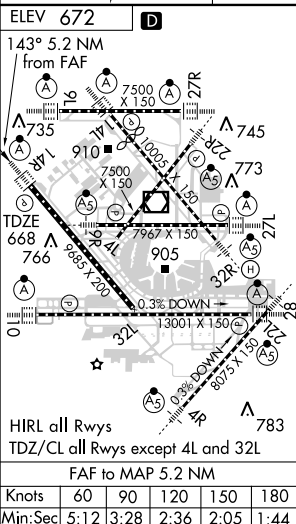
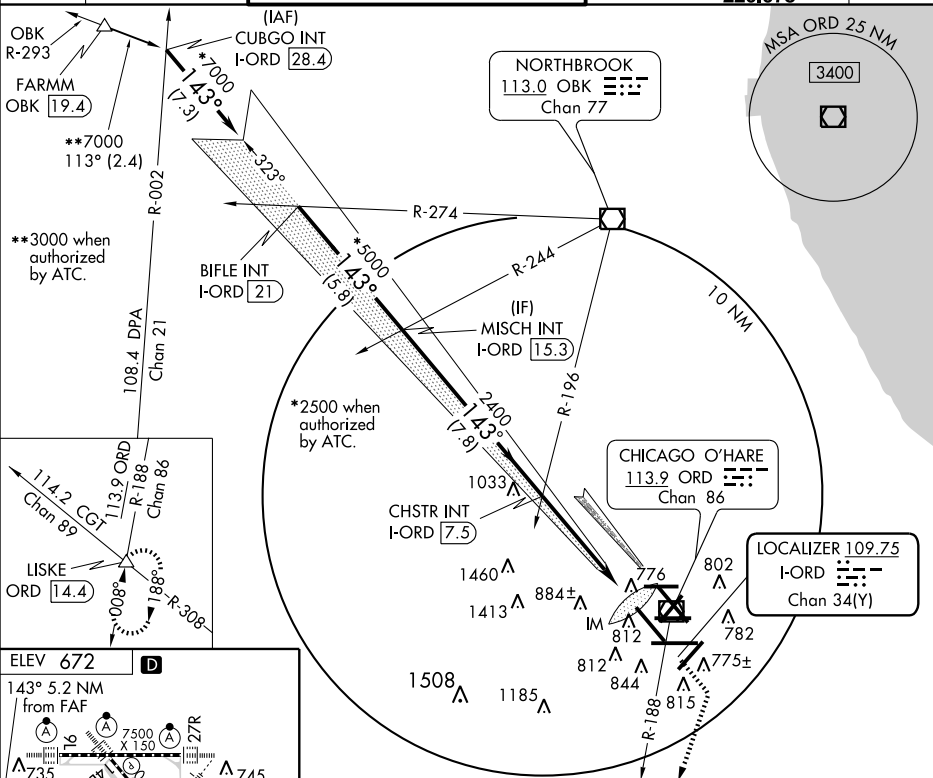
12.8 NM **6 NM** **4.2 NM** **1.2** **0.1**

CATEGORY	A	B	C	D
S-ILS 14L	853/18 200 (200-1/2)			
S-LOC 14L	1140/24 487 (500-1/2)	1140/40 487 (500-3/4)	1140/50 487 (500-1)	
CIRCLING	1220-1 548 (600-1)	1220-1 1/2 548 (600-1 1/2)	1240-2 568 (600-2)	

LOC/DME I-ORD <u>109.75</u> Chan 34 (Y)	APP CRS 143°	Rwy Idg 8650 TDZE 668 Apt Elev 672
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ILS or LOC RWY 14R
CHICAGO-O'HARE INTL (ORD)

⚠ Simultaneous approach authorized with Rwy 14L.	ALSF-2 	MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LSKE Int/ORD 14.4 DME and hold.			
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0		(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6



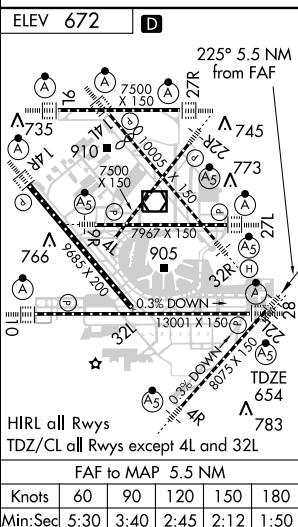
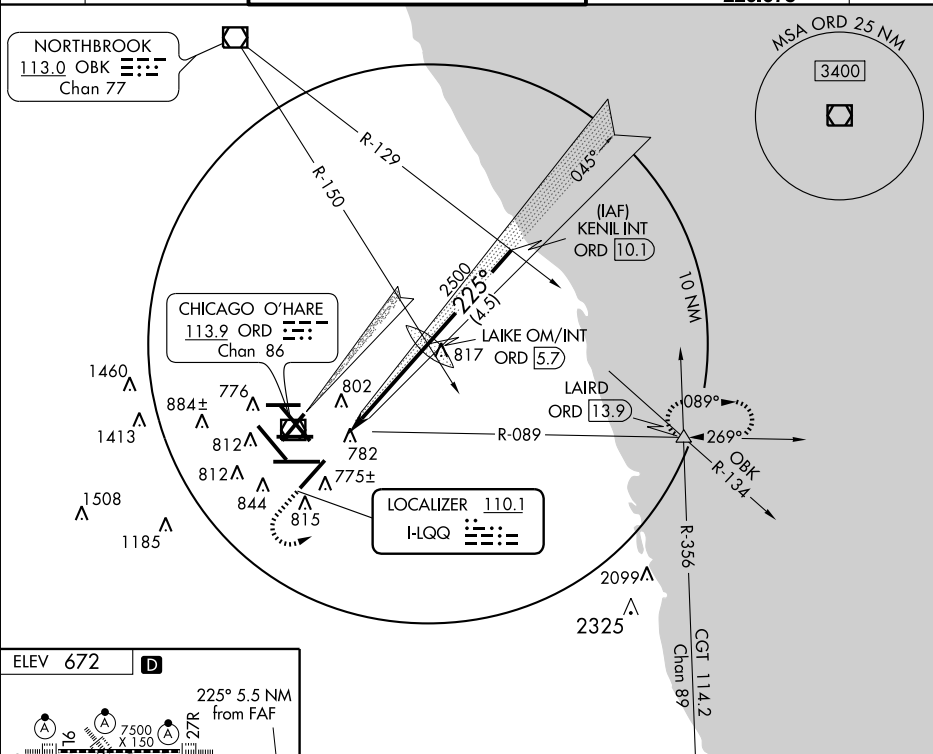
<p>CUBGO INT I-ORD <u>28.4</u></p> <p>**3000 when authorized by ATC.</p> <p>**7000</p> <p>Procedure Turn NA</p> <p>GS 3.00° TCH 56</p>	<p>BIFLE INT I-ORD <u>21</u></p> <p>MISCH INT I-ORD <u>15.3</u></p> <p>*7000</p> <p>*2500 when authorized by ATC.</p>	<p>VGSI and ILS glidepath not coincident.</p> <p>CHSTR INT I-ORD <u>7.5</u></p> <p>2400</p> <p>2400</p>	<p>1700</p> <p>4000</p> <p>hdg 220°</p> <p>ORD R-188</p>	<p>ILSKE △</p>
CATEGORY	A B C D			
S-ILS 14R	868/18 200 (200-1/2)			
S-LOC 14R	1140/24 472 (500-1/2)	1140/40 472 (500-3/4)	1140/50 472 (500-1)	
CIRCLING	1220-1 548 (600-1)	1220-1 1/2 548 (600-1 1/2)	1240-2 568 (600-2)	

LOC I-LQQ	APP CRS	Rwy Idg	8075
110.1	225°	TDZE	654
		Apt Elev	672

ILS or LOC RWY 22L

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 22R. RADAR REQUIRED.		MALSR 	MISSED APPROACH: Climb to 1100, then climbing left turn to 4000 via ORD VOR/DME R-089 to LAIRD Int and hold.	
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6



CHICAGO, ILLINOIS

Amdt 4H 10210


41°59'N - 87°54'W

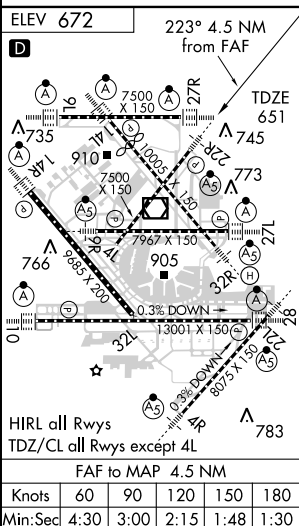
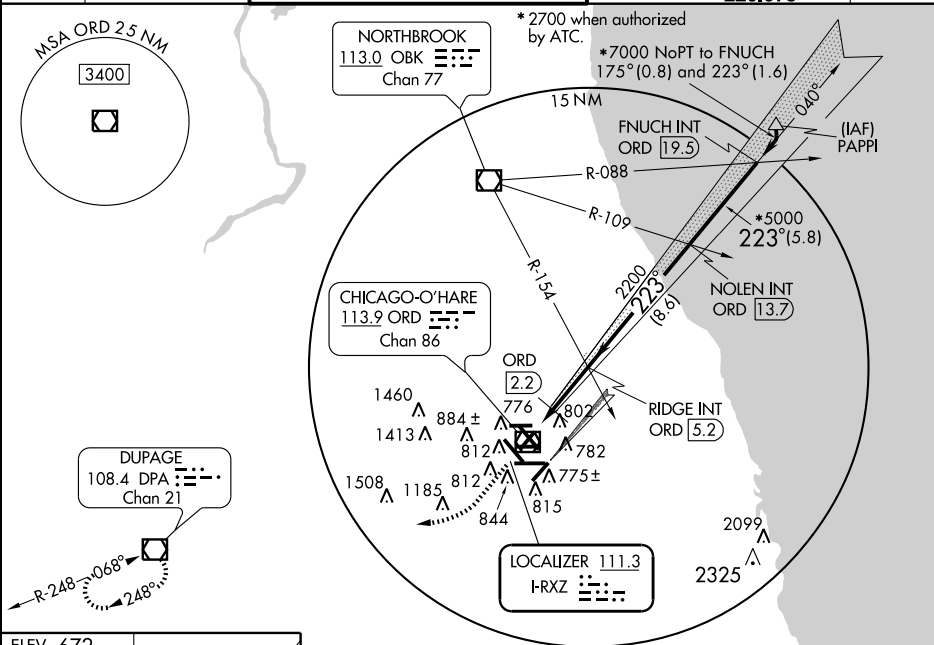
CHICAGO-O'HARE INTL (ORD)

ILS or LOC RWY 22L

LOC I-RXZ <u>111.3</u>	APP CRS 223°	Rwy Idg 7500 TDZE 651 Apt Elev 672
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ILS or LOC RWY 22R
CHICAGO-O'HARE INTL (ORD)

T Simultaneous approach authorized with Rwy 22L. For inoperative MALSR, increase DME minimums S-LOC 22R Cat. D visibility to RVR 5000. DME from ORD VOR/DME.	MALSR 		MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct DPA VOR/DME and hold.	
			(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) (CENTER) 128.15 120.75 126.9 132.7 348.0 (CENTER)		






The diagram illustrates the operational parameters of a VORTAC navigation aid. At the top, three boxes show the frequencies 1300 (with an upward arrow), 4000 (with a curved arrow), and the DPA symbol (a square with a circle inside). To the right, text specifies 'VGSI and ILS glidepath not coincident.' and 'FNUX INT ORD 19.5'. A central graphic shows a 223° glidepath starting from a 1.5 NM distance. Key altitude markers along the path include 1220 (at 3 NM), 2200 (at 8.6 NM), 5000, and 7000. A note indicates '*2700 when authorized by ATC.' and another specifies '*5000'. A 'RIDGE INT ORD 5.2' is marked at 3.38 NM. A 'Loc Only.' label is placed near the 2200 altitude. On the right, a vertical scale shows 'Procedure Turn NA', 'GS 3.00°', and 'TCH 52'. At the bottom, a table provides category and frequency information for S-ILS 22R, S-LOC 22R, and CIRCLING, along with DME minimums.


CATEGORY	A	B	C	D
S-ILS 22R	851/18 200 (200-½)			
S-LOC 22R	1220/24 569 (600-½)	1220/50 569 (600-1)	1220/60 569 (600-1½)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	
DME MINIMUMS				
S-LOC 22R	980/24 329 (400-½)			980/40 329 (400-¾)
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	

LOC/DME I-IAC <u>110.5</u> Chan 42	APP CRS 273°	Rwy Idg 7967 TDZE 653 Apt Elev 672
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ILS or LOC RWY 27L
CHICAGO-O'HARE INTL (ORD)

 Simultaneous approach authorized with Rwy 27R and 28. DME or RADAR required. Light poles and sign up to 739 MSL located between 580 ft and 980 ft south of Rwy.			ALSF-2 		MISSED APPROACH: Climb to 4000 via ORD VOR/DME R-267 to WASCO Int/Ord 19.4 DME/RADAR and hold.	
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)			(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6

NORTHBROOK
113.0 OBK 
Chap 77



MISSED APCH FIX

CHICAGO-O'HARE
113.9 ORD
Chan 86

LOCALIZER 110.5
I-IAC :
Chgn 42

ELEV 672

RADAR REQUIRED

* When assigned by ATC,
intercept glidepath at 4000 or
5000 or 6000

HIRE all Rwy's

TDZ/CL all Rwys except 4L and 32L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
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Min:Sec	1:42	3:08	2:21	1:53	1:34
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CHICAGO, ILLINOIS

Amdt 28A 10210

4000 ↑ ORD R-267	WASCO INT	VGSI and ILS glidepath not coincident.		GRABL I-IAC 18.7	
		EBENS I-IAC 10 RADAR		RIPPR I-IAC 15.8 RADAR	
		BASHH I-IAC 12.9 RADAR		RADAR	
ANTENNA I-IAC 0.1 DME		TAFFS INT I-IAC 4.5 RADAR		RADAR	
IM		2200		273° 7000	
0.1 1 NM		3.5		* 6000	
		5.4 NM		* 4000	
		3 NM		* 5000	
		2.9 NM		GS 3.00° TCH 52	
		2.9 NM			
CATEGORY	A	B	C	D	
S-ILS 27L	853/18 200 (200-½)				
S-LOC 27L	1080/24 427 (500-½)	1080/40 427 (500-¾)		1080/50 427 (500-1)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)		1240-2 568 (600-2)	

CHICAGO-O'HARE INTL (ORD)

ILS or LOC RWY 27L

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

41°59'N - 87°54'W

LOC/DME I-TSL 111.1 Chan 48	APP CRS 273°	Rwy Idg TDZE 651 Apt Elev 672
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ILS or LOC RWY 28

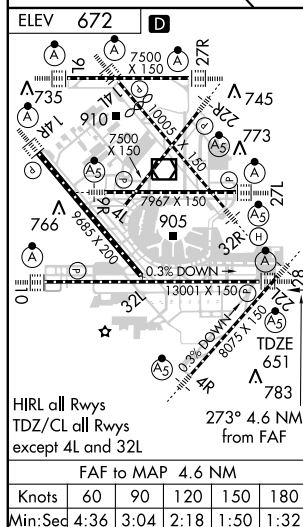
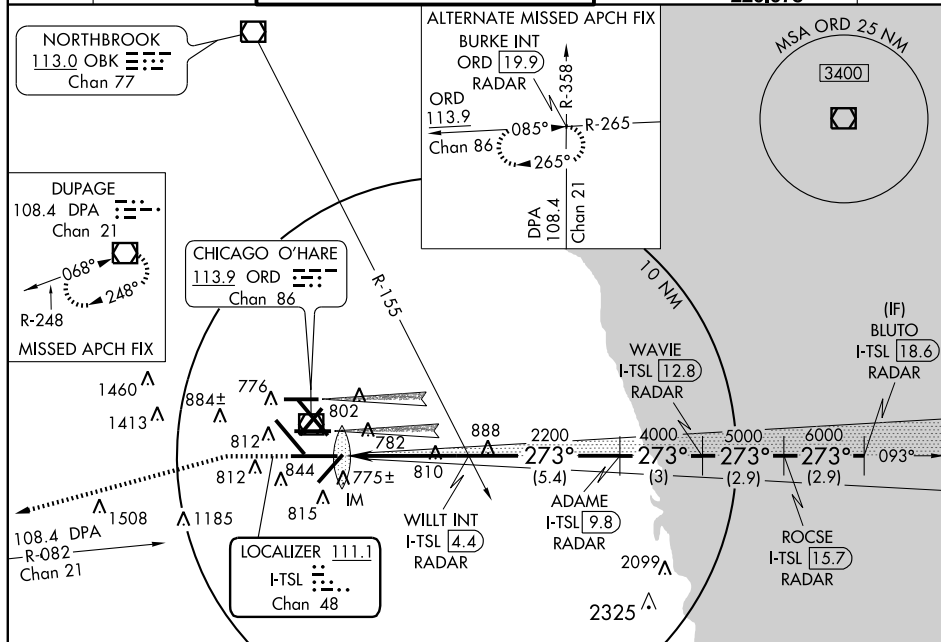
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L/R. DME or RADAR required.



MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 (CENTER) 120.75 126.9 132.7 348.0	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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RADAR REQUIRED

1100
↑
4000
hdg 215°
DPA R-082

DPA

*When assigned by ATC,
intercept glidepath at 4000,
or 5000 or 6000.

BLUTO I-TSL 18.6
RADAR

ROCSE I-TSL 15.7
RADAR

WAVIE I-TSL 12.8
RADAR

ADAME I-TSL 9.8
RADAR

WILLT INT I-TSL 4.4
RADAR 2200

I-TSL DME ANTENNA I-TSL 0.3
IM

I-TSL 0.8
2200

273°
*6000
*5000
*4000

7000
GS 3.00°
TCH 51

0.2
0.9
3.6 NM
5.4 NM
3 NM
2.9 NM
2.9 NM

CATEGORY	A	B	C	D
S-ILS 28	851/18 200 (200-½)			
S-LOC 28	1060/24 409 (400-½)		1060/40 409 (400-¾)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-½)	1240-2 568 (600-2)

CHICAGO, ILLINOIS

Amdt 15A 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)

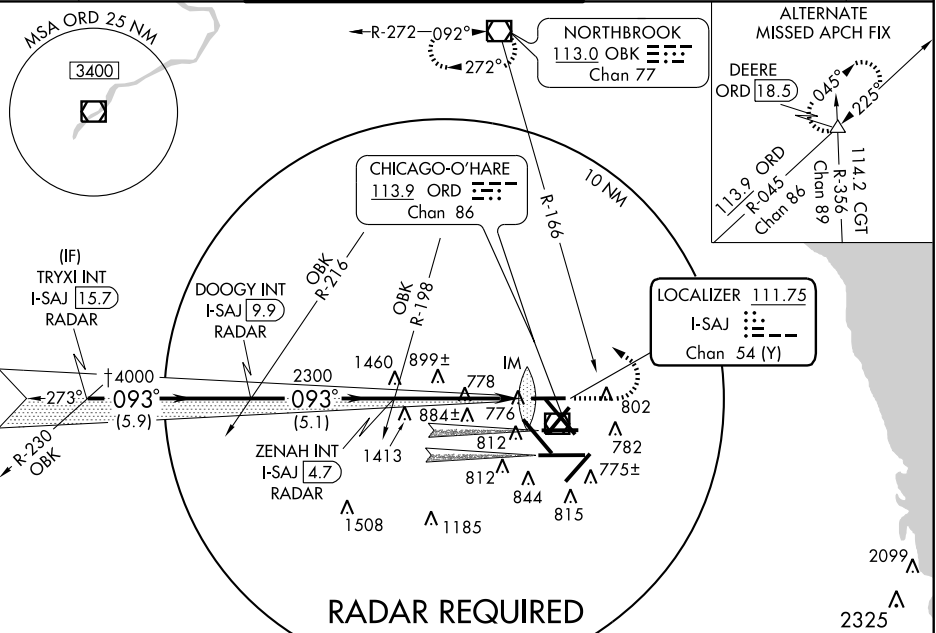
ILS or LOC RWY 28

EC-3, 23 SEP 2010 to 21 OCT 2010

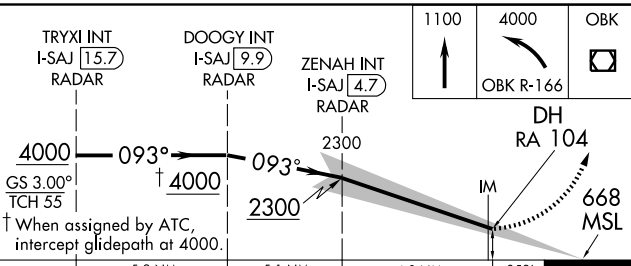
CHICAGO, ILLINOIS				AL-166 (FAA)	
LOC/DME I-SAJ 111.75 Chan 54 (Y)	APP CRS 093°	Rwy Idg TDZE Apt Elev	7500 668 672	ILS RWY 9L (CAT II) CHICAGO-O'HARE INTL (ORD)	

Simultaneous approach authorized with Rwy 9R and 10. Localizer unusable for rollout guidance.			ALSIF-2 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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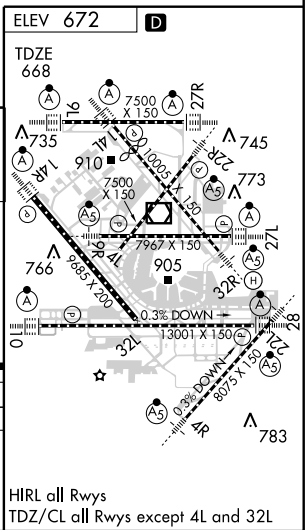


† When assigned by ATC, intercept glidepath at 4000.



CATEGORY	A	B	C	D
S-ILS 09L	RA 104/12 100 DA 768			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED





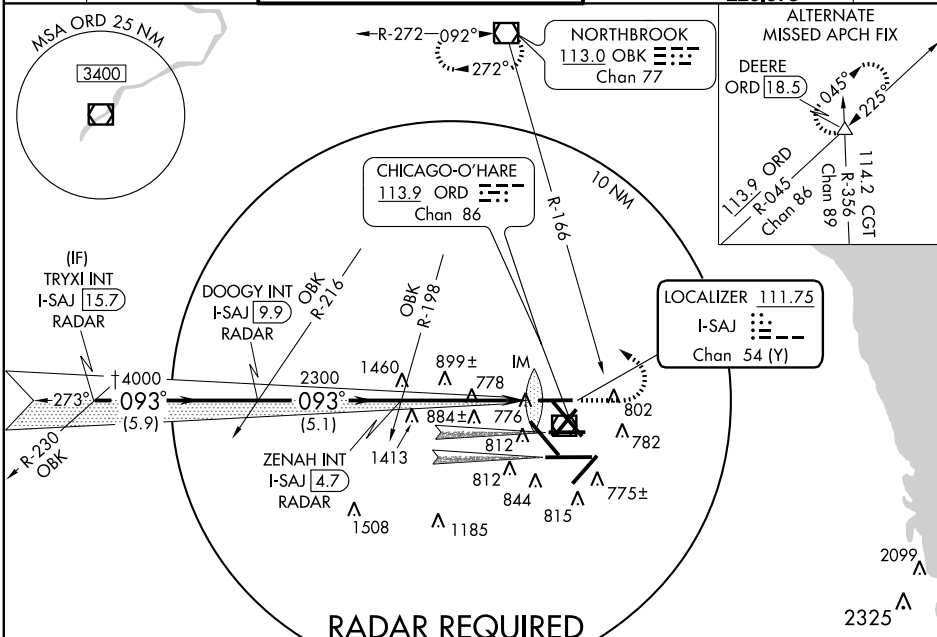
HIRL all Rwy's
TDZ/CL all Rwy's except 4L and 32L

EC-3, 23 SEP 2010 to 21 OCT 2010

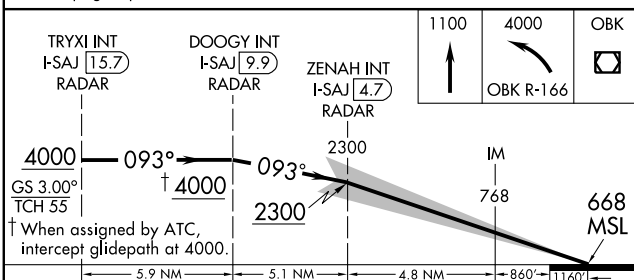
LOC/DME I-SAJ <u>111.75</u> Chan 54 (Y)	APP CRS 093°	Rwy Idg 7500 TDZE 668 Apt Elev 672
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ILS RWY 9L (CAT III)
CHICAGO-O'HARE INTL (ORD)

 Simultaneous approach authorized with Rwy 9R and 10. Localizer unusable for rollout guidance.		ALSF-2 		MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via OBK VOR/DME R-166 to OBK VOR/DME and hold.	
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 126.9 132.7 348.0 (CENTER)		(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6

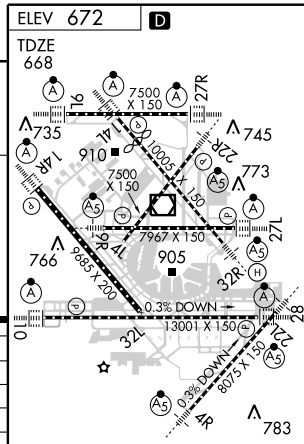


† When assigned by ATC, intercept glidepath at 4000.



CATEGORY	A	B	C	D
S-ILS 9L	CAT IIIa RVR 07			
S-ILS 9L	CAT IIIb NA			
S-ILS 9L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwy's
TDZ/CL all Rwy's except 4L and 32L

CHICAGO, ILLINOIS
Orig-B 10210

CHICAGO-O'HARE INTL (ORD)
ILS RWY 9L (CAT III)

41°59'N - 87°54'W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-MED <u>111.1</u> Chan 48	APP CRS 093°	Rwy Idg 12246 TDZE 672 Apt Elev 672
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ILS RWY 10 (CAT II)
CHICAGO-O'HARE INTL (ORD)


T Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.


ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER)	CLNC DEL
135.4	119.0 393.1	128.15 (NORTH)	121.75 (OBND)	121.6	
282.225		120.75 126.9 132.7 348.0 (CENTER)	121.9 (IBND)		
			226.675		

RADAR REQUIRED

 NORTHBROOK
113.0 OBK
Chn 77



MSA ORD 25 NM

3400

LOCALIZER 111.1
I-MED $\begin{smallmatrix} \cdot\cdot \\ \text{---} \\ \cdot\cdot \end{smallmatrix}$
Chan 48

BURKE I-MED 21.1 RADAR

SYSCO I-MED 18.2 RADAR

PRATT I-MED 15.3 RADAR

VGS1 and ILS glidepath not coincident.

1100 4000 DPA

↑ ↗ DPA R-084

7000 093°

GS 3.00° TCH 56

**6000 **5000 **4000

CARLE I-MED 12.4 RADAR

BUGSE INT I-MED 7.3 RADAR

2300 2300

IM DH RA 95

672 MSL

** When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

2.9 NM 2.9 NM 3 NM 5.1 NM 4.8 NM 84° 1114'

CATEGORY	A	B	C	D
S-ILS 10	RA 95/12 100 DA 772			

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwy's
TDZ/CL all Rwy's except 4L and 32L

LOC/DME I-MED <u>111.1</u> Chan 48	APP CRS 093°	Rwy Idg 12246 TDZE 672 Apt Elev 672
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ILS RWY 10 (CAT III)
CHICAGO-O'HARE INTL (ORD)

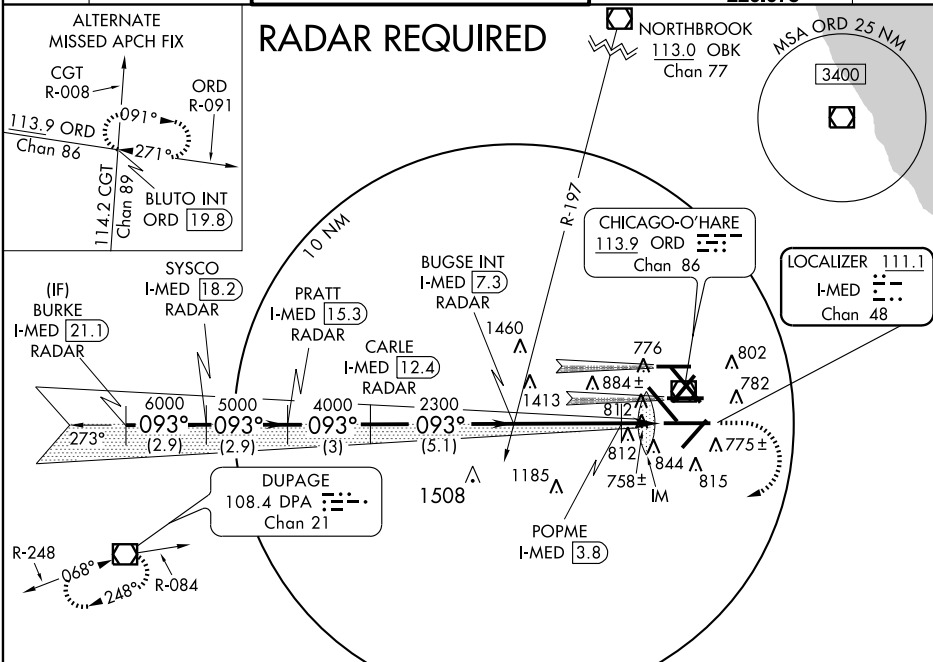
T Simultaneous approach authorized with Rwy 9R/L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via DPA VOR/DME R-084 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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RADAR REQUIRED



BURKE
I-MED **21.1**
RADAR

SYSCO
I-MED **18.2**
RADAR

PRATT
I-MED **15.3**
RADAR

CARLE
I-MED **12.4**
RADAR

BUGSE INT
I-MED **7.3**
RADAR

VGSI and ILS glide-path not coincident.

1100
↑
DPA
DPA R-084

7000
093°
GS 3.00°
TCH 56'

****6000**
****5000**
****4000**

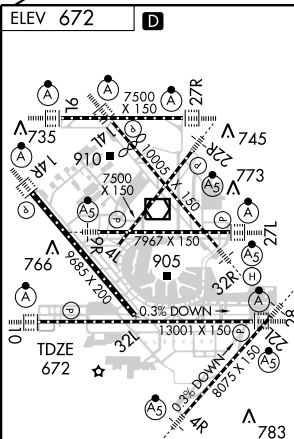
**** When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.**

2300
2300
772
672 MSL

2.9 NM
2.9 NM
3 NM
5.1 NM
4.8 NM
840'
114'

CATEGORY	A	B	C	D
S-ILS 10		CAT IIIa	RVR 07	
S-ILS 10		CAT IIIb	RVR 06	
S-ILS 10		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

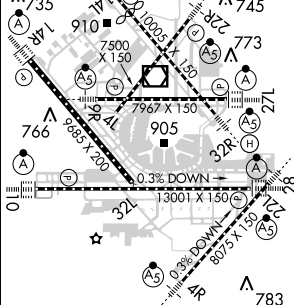
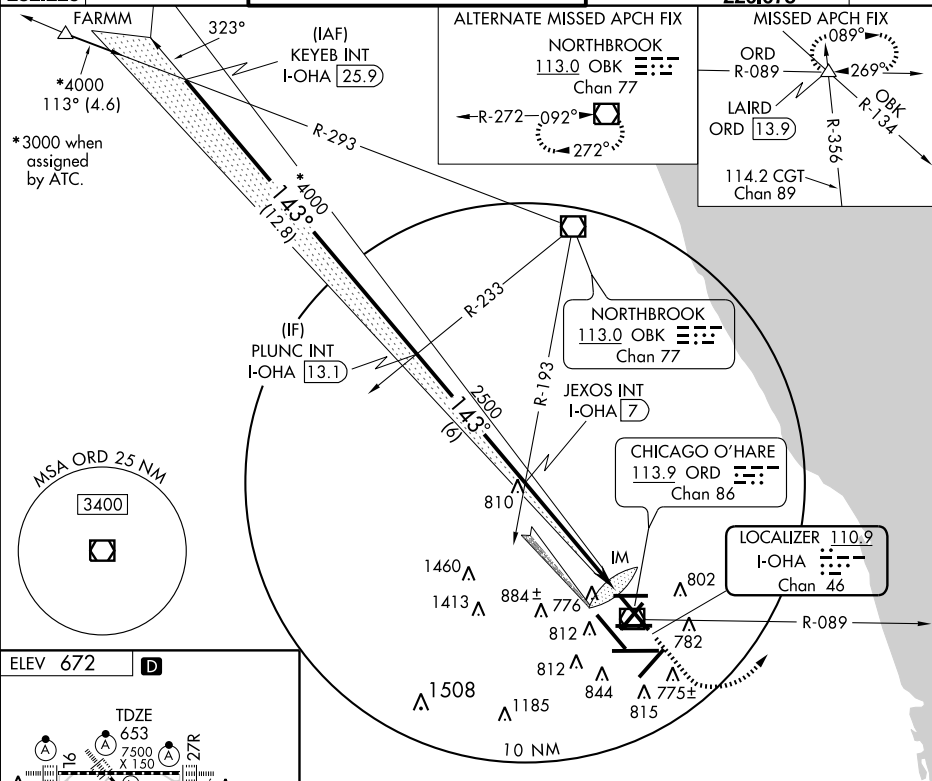
LOC/DME I-OHA	APP CRS	Rwy Idg	8007
110.9	143°	TDZE	653
Chan 46		Apt Elev	672

ILS RWY 14L (CAT II)

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 14R.	ALS-2	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.
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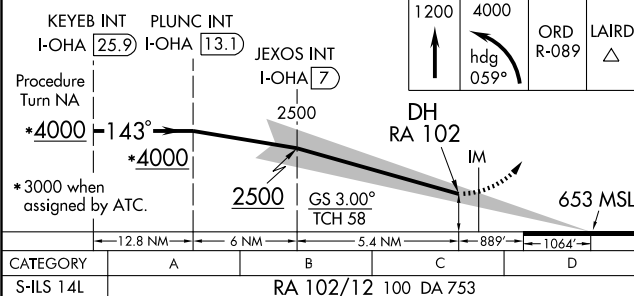
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

CHICAGO, ILLINOIS

Amdt 29B 10210



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)

ILS RWY 14L (CAT II)

LOC/DME I-OHA <u>110.9</u> Chan 46	APP CRS 143°	Rwy Idg 8007 TDZE 653 Apt Elev 672
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ILS RWY 14L (CAT III)

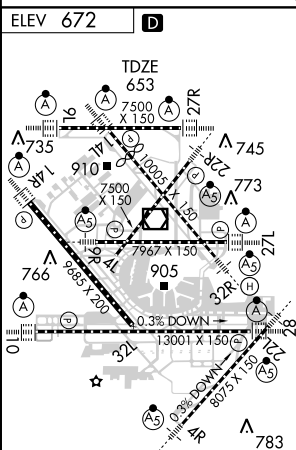
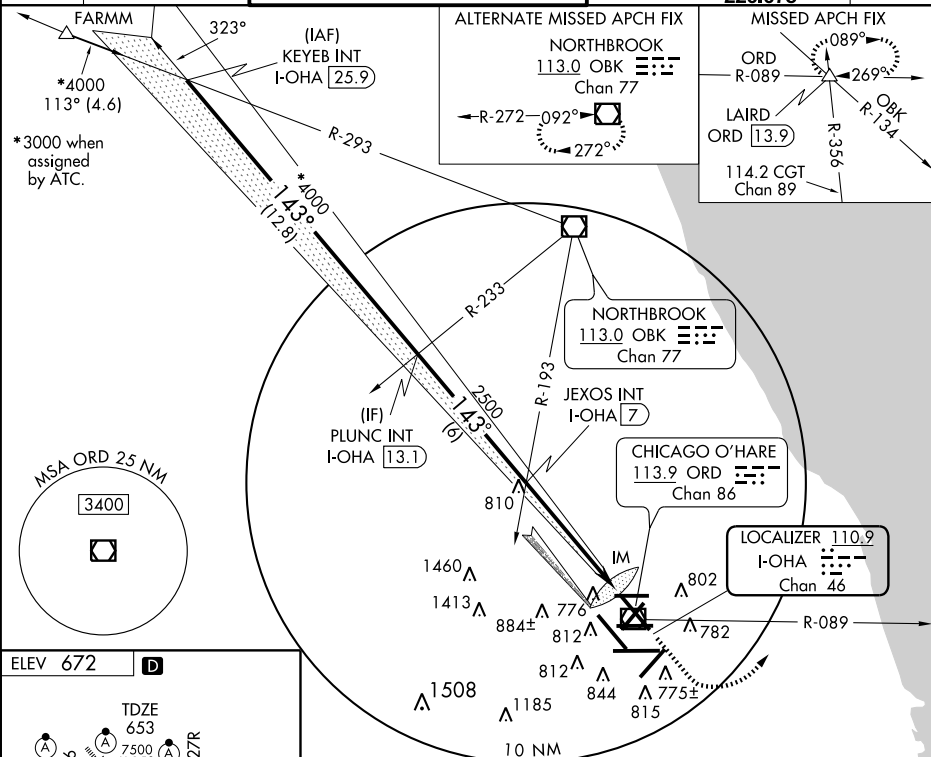
CHICAGO-O'HARE INTL (ORD)

T Simultaneous approach authorized with Rwy 14R.



MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 via heading 059° and ORD R-089 to LAIRD Int and hold, continue climb-in-hold to 4000.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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HIRL all Rwy's
TDZ/CL all Rwy's except 4L

KEYEB INT I-OHA <u>25.9</u>		PLUNC INT I-OHA <u>13.1</u>		JEXOS INT I-OHA <u>7</u>		<div> <div>1200 ↑</div> <div>4000 hdg 059°</div> </div>		ORD R-089		LAIRD △	
Procedure Turn NA		<div> <div>*4000</div> <div>→ 143°</div> <div>*4000</div> <div>2500</div> <div>IM 885</div> <div>GS 3.00° TCH 58</div> <div>653 MSL</div> </div>									
		12.8 NM		6 NM		5.4 NM		753'		1064'	
CATEGORY		A		B		C		D			
S-ILS 14L		Cat IIIa		RVR 07							
S-ILS 14L		Cat IIIb		RVR 06							
S-ILS 14L		Cat IIIc		NA							

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Amdt 29B 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS DME 1.41 (CAT III)

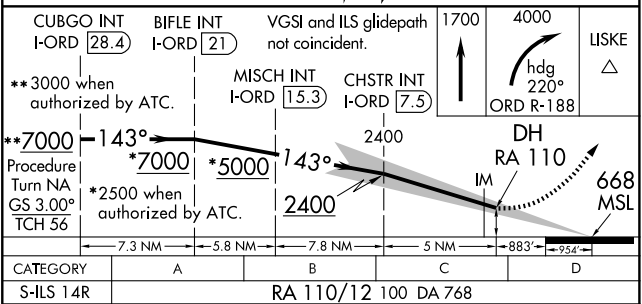
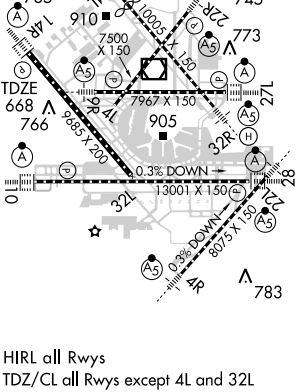
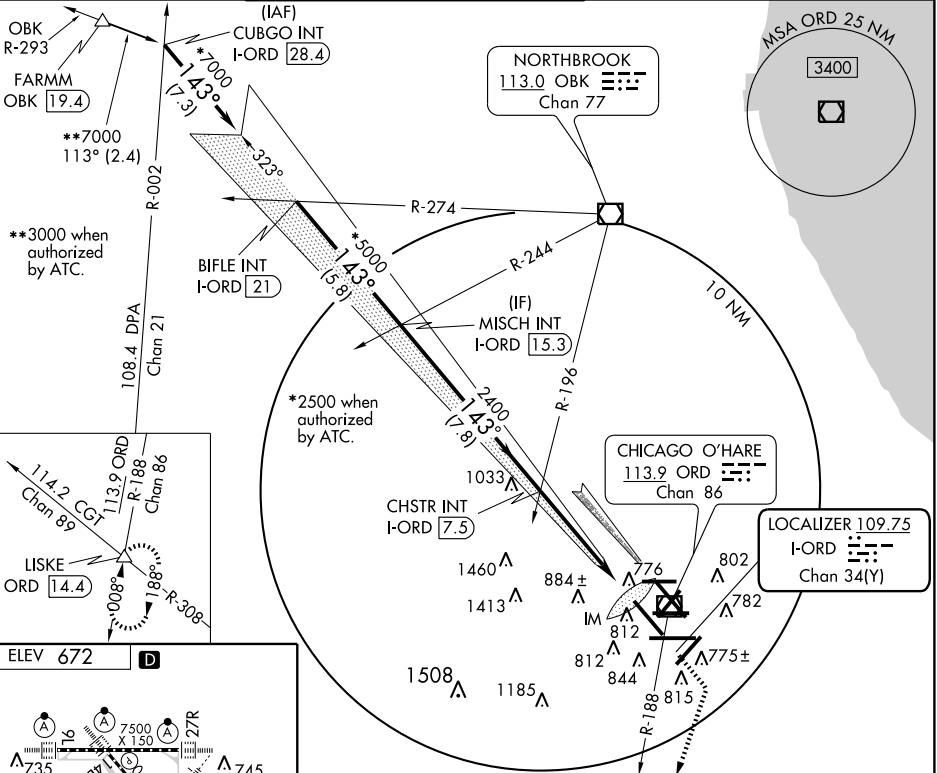
ILS RWY 14L (CAT III)

EC-3, 23 SEP 2010 to 21 OCT 2010

CHICAGO, ILLINOIS	LOC/DME I-ORD 109.75 Chan 34 (Y)	APP CRS 143°	Rwy ldg TDZE Apt Elev	8650 668 672	AL-166 (FAA)	ILS RWY 14R (CAT II) CHICAGO-O'HARE INTL (ORD)
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Simultaneous approach authorized with Rwy 14L.	ALSIF-2 	MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/ORD 14.4 DME and hold.
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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CATEGORY	A	B	C	D
S-ILS 14R	RA 110/12 100 DA 768			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

EC-3, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-ORD <u>109.75</u> Chan 34 (Y)	APP CRS 143°	Rwy Idg 8650 TDZE 668 Apt Elev 672
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ILS RWY 14R (CAT III)

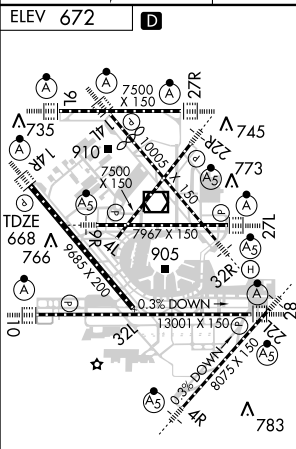
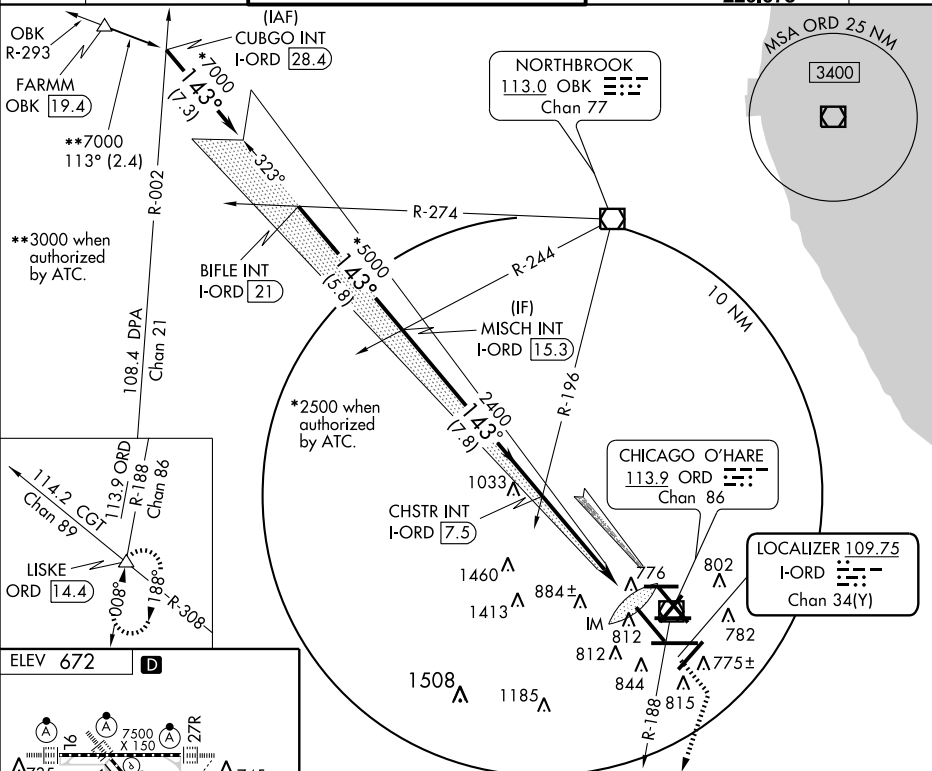
CHICAGO-O'HARE INTL (ORD)

T Simultaneous approach authorized with Rwy 14L.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 via heading 220° and ORD VOR/DME R-188 to LISKE Int/ORD 14.4 DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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CUBGO INT I-ORD 28.4 **3000 when authorized by ATC. **7000 Procedure Turn NA GS 3.00° TCH 56		BIFLE INT I-ORD 21 MISCH INT I-ORD 15.3 *7000 *5000 *2500 when authorized by ATC.		VGSI and ILS glidepath not coincident. CHSTR INT I-ORD 7.5 143° 2400 2400 7.8 NM 5 NM		1700 4000 hdg 220° ORD R-188 IM 771 948° 954° 668 MSL		LISKE △	
CATEGORY		A		B		C		D	
S-ILS 14R				CAT III _a		RVR 07			
S-ILS 14R				CAT III _b		RVR 06			
S-ILS 14R				CAT III _c		NA			

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

CHICAGO, ILLINOIS
Amdt 30B 10210

CHICAGO-O'HARE INTL (ORD)

ILS RWY 14R (CAT III)

41°59'N - 87°54'W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-AC	APP CRS	Rwy Idg	7967
110.5	273°	TDZE	653
Chan 42		Apt Elev	672

ILS RWY 27L (CAT II)

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27R and 28.
DME or RADAR REQUIRED. Light poles and sign up to 739
MSL located between 580 feet and 980 feet south of Rwy.

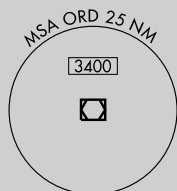
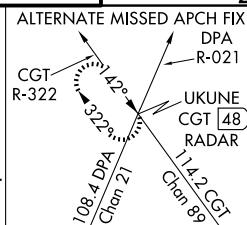
ALSF-2



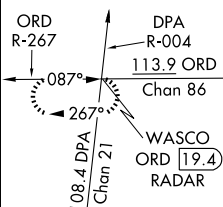
MISSED APPROACH: Climb to 4000 via
ORD VOR/DME R-267 to WASCO
Int/ORD 19.4 DME/RADAR and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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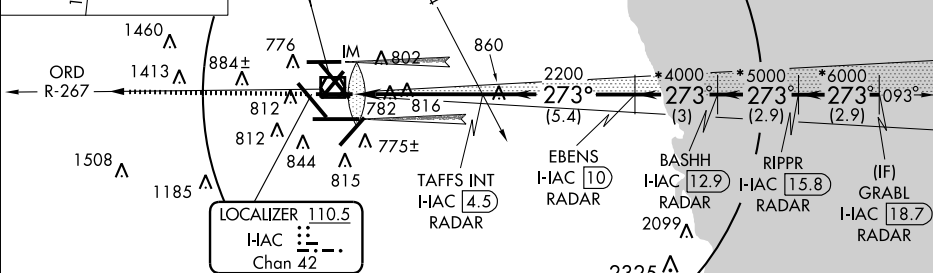
NORTHBROOK
113.0 OBK
Chan 77



MISSED APCH FIX



CHICAGO-O'HARE
113.9 ORD
Chan 86

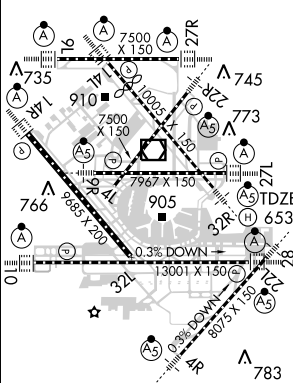


ELEV 672

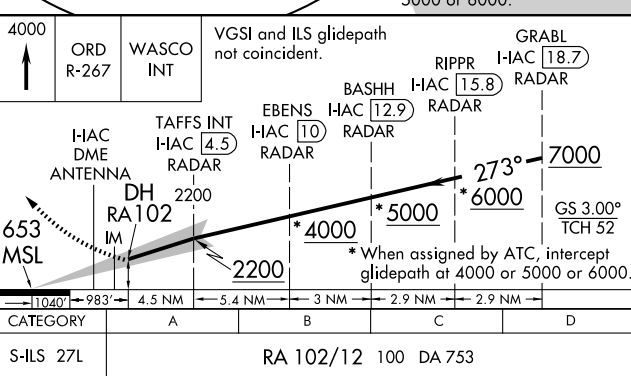


RADAR REQUIRED

* When assigned by ATC,
intercept glidepath at 4000 or
5000 or 6000.



HIRL all Rwws
TDZ/CL all Rwws except 4L and 32L



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-IAC 110.5 Chan 42	APP CRS 273°	Rwy Idg TDZE 653 Apt Elev 672
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ILS RWY 27L (CAT III)

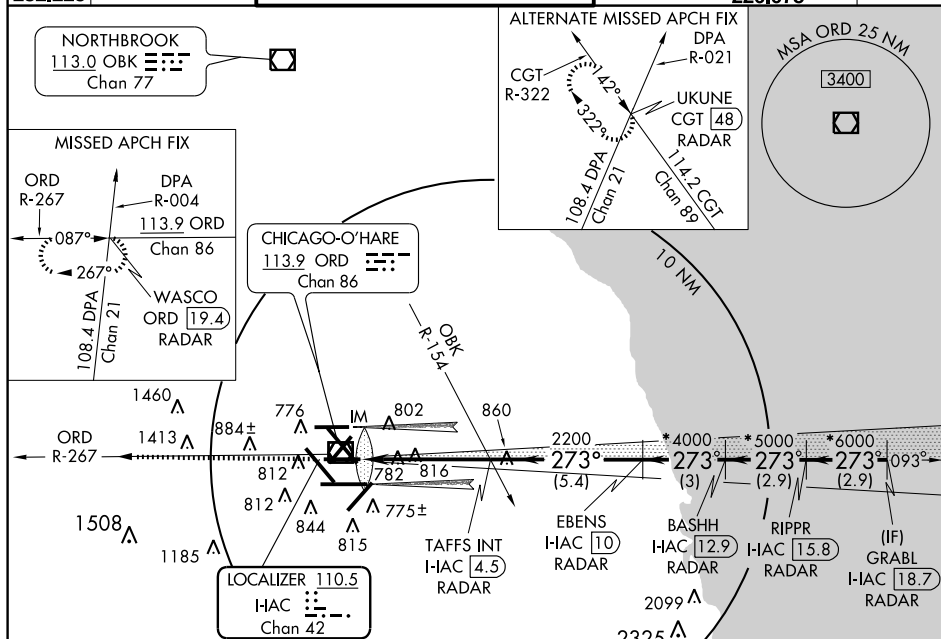
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27R and 28.
DME or RADAR REQUIRED. Light poles and sign up to 739
MSL located between 580 feet and 980 feet south of Rwy.



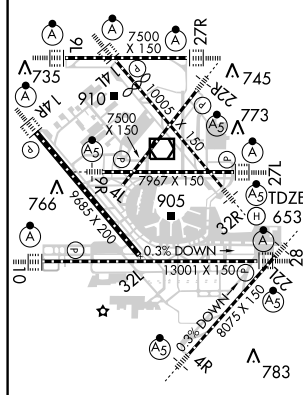
MISSED APPROACH: Climb to 4000 via
ORD VOR/DME R-267 to WASCO
Int/ORD 19.4 DME/RADAR and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (QBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-ABU 111.75 Chan 54 (Y)	APP CRS 273°	Rwy Idg TDZE Apt Elev	7500 664 672
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ILS RWY 27R (CAT II) **CHICAGO-O'HARE INTL (ORD)**



Simultaneous approach authorized with
Rwy 27L and 28.

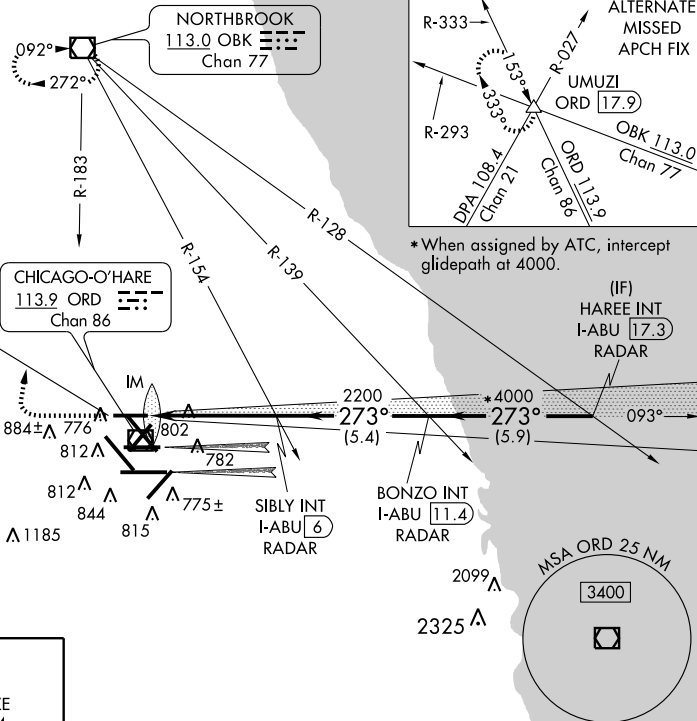
ALSF-2



MISSED APPROACH: Climb to 1100 then climbing
right turn to 4000 via OBK VOR/DME R-183 to
OBK VOR/DME and hold.

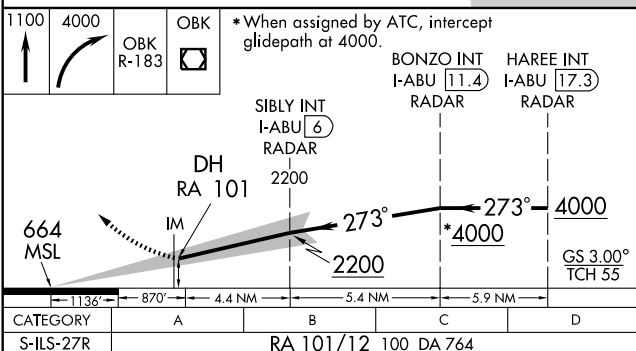
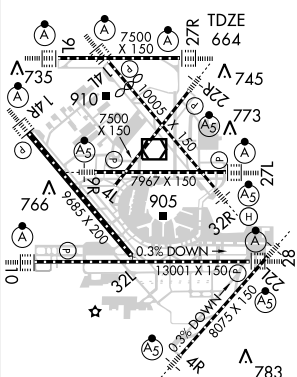
ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER) CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (LBND) 226.675	121.6

RADAR REQUIRED



*When assigned by ATC, intercept
glidepath at 4000.

ELEV 672



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-ABU 111.75 Chan 54 (Y)	APP CRS 273°	Rwy Idg TDZE Apt Elev 7500 664 672
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ILS RWY 27R (CAT III)

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L and 28.



MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 via OBK VOR/DME R-183 to OBK VOR/DME and hold.

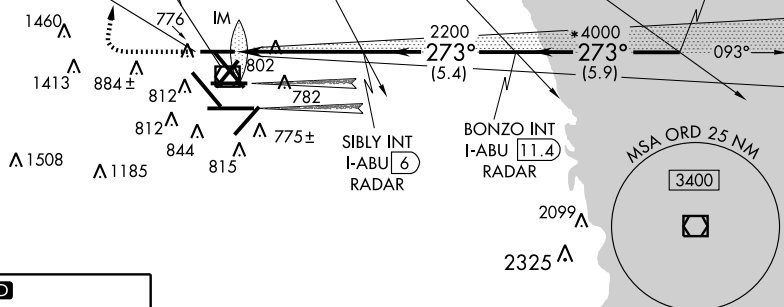
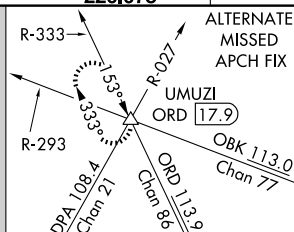
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 (CENTER) 120.75 126.9 132.7 348.0	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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RADAR REQUIRED

LOCALIZER 111.75
I-ABU
Chan 54 (Y)

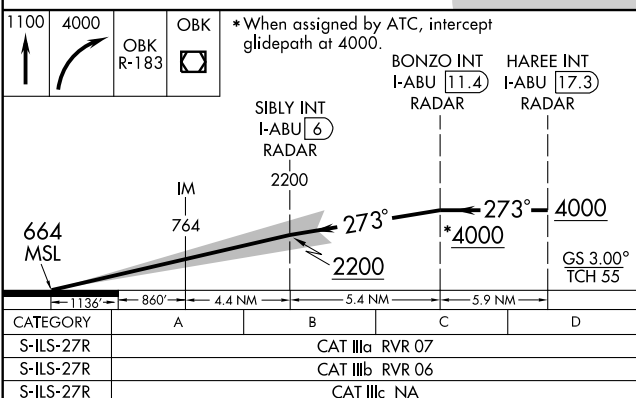
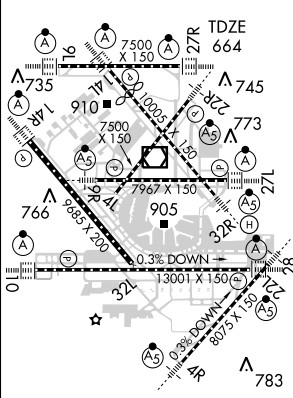
CHICAGO-O'HARE
113.9 ORD
Chan 86

NORTHBROOK
113.0 OBK
Chan 77



ELEV 672

D



CATEGORY	A	B	C	D
S-ILS-27R		CAT IIIa RVR 07		
S-ILS-27R		CAT IIIb RVR 06		
S-ILS-27R		CAT IIIc NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 4L and 32L

CHICAGO, ILLINOIS
Orig-A 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)
ILS RWY 27R (CAT III)

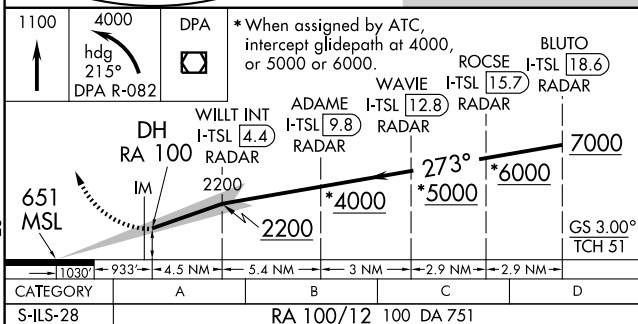
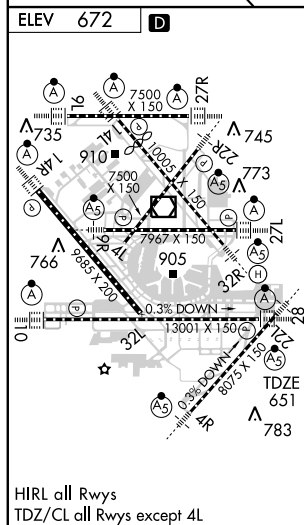
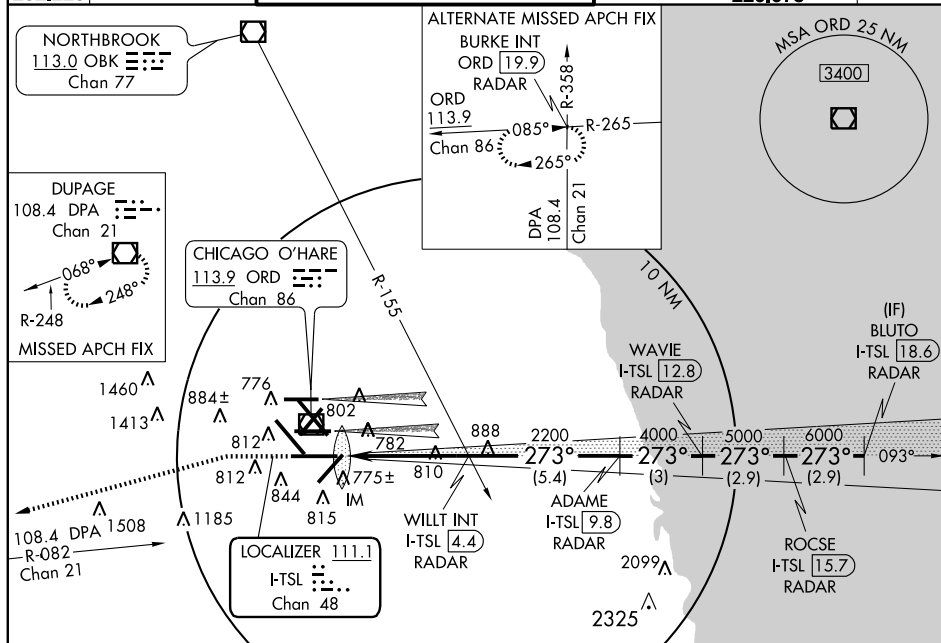
LOC/DME I-TSL 111.1 Chan 48	APP CRS 273°	Rwy Idg 13001 TDZE 651 Apt Elev 672
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ILS RWY 28 (CAT II)

CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L/R. DME or RADAR required.	ALSF-2 	MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.
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ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 (CENTER) 120.75 126.9 132.7 348.0	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (LBND) 226.675	CLNC DEL 121.6
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CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-TSL 111.1 Chan 48	APP CRS 273°	Rwy Idg TDZE 651 Apt Elev 672
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ILS RWY 28 (CAT III)

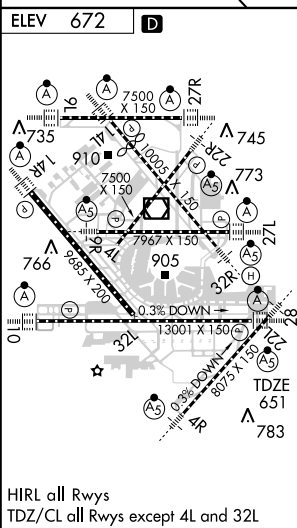
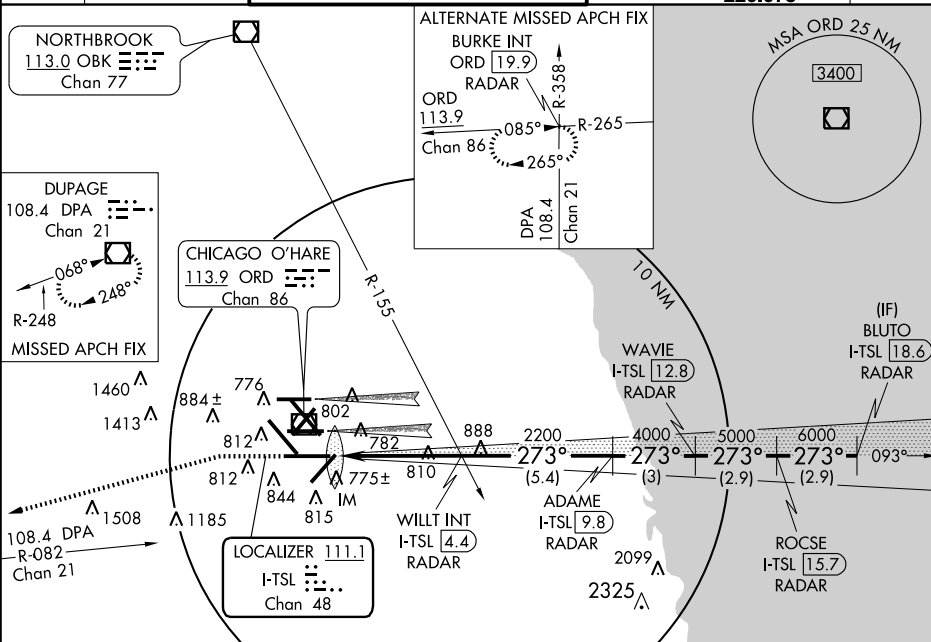
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 27L/R.
DME or RADAR required.



MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 via heading 215° and DPA VOR/DME R-082 to DPA VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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CHICAGO, ILLINOIS

Amdt 15A 10210

RADAR REQUIRED

1100	4000	DPA	* When assigned by ATC, intercept glidepath at 4000, or 5000 or 6000.	BLUTO I-TSL 18.6 RADAR
↑	hdg 215°	DPA R-082		WAVIE I-TSL 12.8 RADAR
				ADAME I-TSL 9.8 RADAR
				WILLT INT I-TSL 4.4 RADAR
				IM 754
				651 MSL
				2200
				273°
				*4000
				*5000
				*6000
				7000
				GS 3.00° TCH 51
				1030° 930° 4.5 NM 5.4 NM 3 NM 2.9 NM 2.9 NM
CATEGORY	A	B	C	D
S-ILS 28		CAT IIIa RVR 07		
S-ILS 28		CAT IIIb RVR 06		
S-ILS 28		CAT IIIc NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHICAGO-O'HARE INTL (ORD)

ILS RWY 28 (CAT III)

41°59'N - 87°54'W

KNOX FOUR ARRIVAL

CHICAGO APP CON
119.0 393.1
ATIS
135.4 269.9

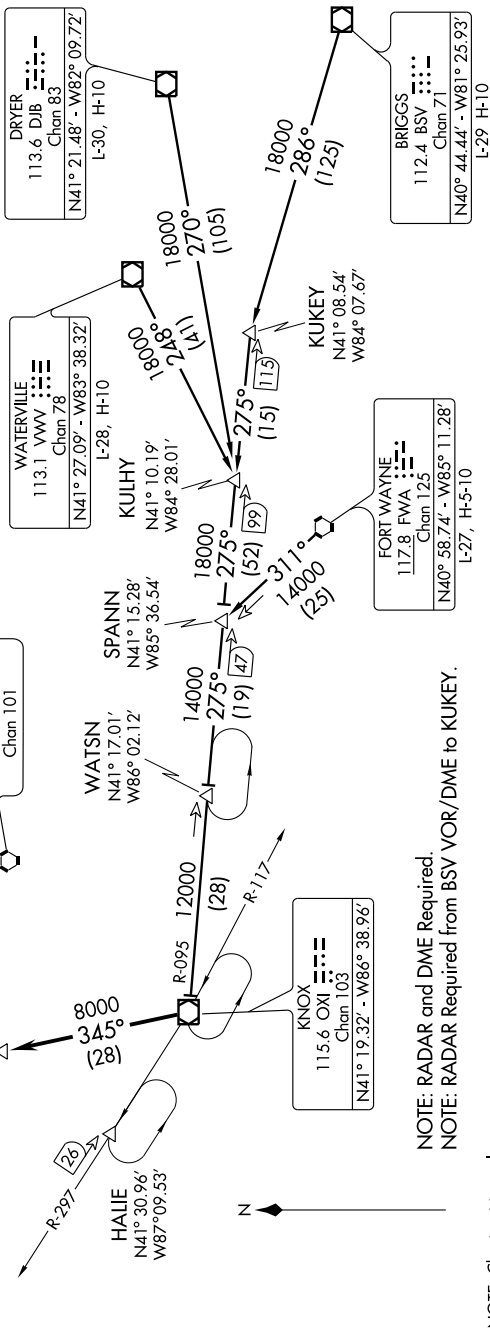
CHICAGO O'HARE
113.9 ORD
Chan 86
N41° 59.26'
W87° 54.29'

STYLE
N41° 46.44'
W86° 48.50'

TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at 12,000'

BRIGGS TRANSITION [BSV.OXI4]: From over BSV VOR/DME via BSV R-286 and OXI R-095 to OXI VOR/DME. Thence. . . .
DRYER TRANSITION [DJB.OXI4]: From over DJB VOR/DME via DJB R-270 and OXI R-095 to OXI VOR/DME. Thence. . . .
FORT WAYNE TRANSITION [FWA.OXI4]: From over FWA VORTAC via FWA R-311 and OXI R-095 to OXI VOR/DME. Thence. . . .
WATERVILLE TRANSITION [VWV.OXI4]: From over VWV VOR/DME via VWV R-248 and OXI R-095 to OXI VOR/DME. Thence. . . .
From over OXI VOR/DME via OXI R-345 to STYLE INT, then via 340° heading. Expect vectors to final approach course.

GIPPER
115.4 GU
Chan 101



KNOX FOUR ARRIVAL

(OXI.OXI4) 08325

ST-166 (FAA)

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOC I-HNA <u>111.3</u>	APP CRS 042°	Rwy Idg 7500 TDZE 658 Apt Elev 672
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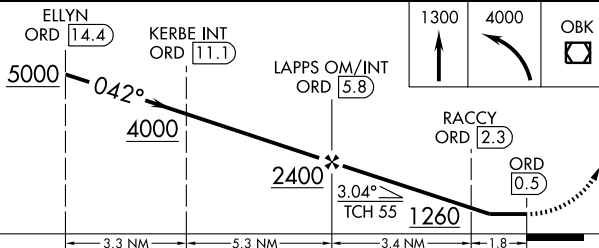
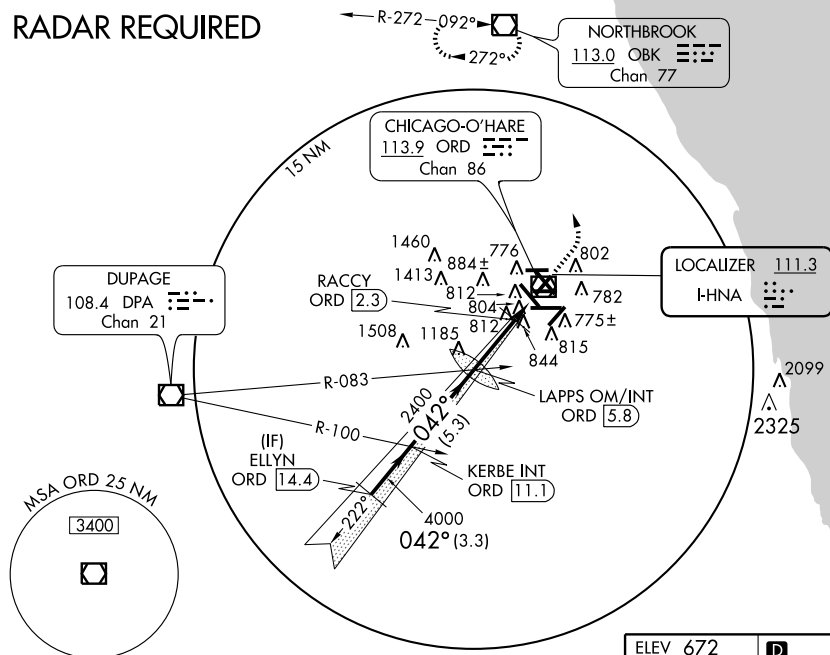
LOC RWY 4L
CHICAGO-O'HARE INTL (ORD)



MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct OBK VOR/DME and hold.

ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS 128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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RADAR REQUIRED



CATEGORY	A	B	C	D
S-4L	1260/50	602 (600-1)	1260-1 $\frac{3}{4}$ 602 (600-1 $\frac{3}{4}$)	1260-2 602 (600-2)
CIRCLING	1260-1	588 (600-1)	1260-1 $\frac{3}{4}$ 588 (600-1 $\frac{3}{4}$)	1260-2 588 (600-2)
RACCY FIX MINIMUMS				
S-4L	1060/50	402 (400-1)	1060/60	402 (400-1 $\frac{1}{4}$)
CIRCLING	1220-1	548 (600-1)	1220-1 $\frac{1}{2}$ 548 (600-1 $\frac{1}{2}$)	1240-2 568 (600-2)

[illegible]

CHICAGO, ILLINOIS

Amdt 21 10210

CHICAGO-O'HARE INTL (ORD)

LOC RWY 4L

41°59'N - 87°54'W

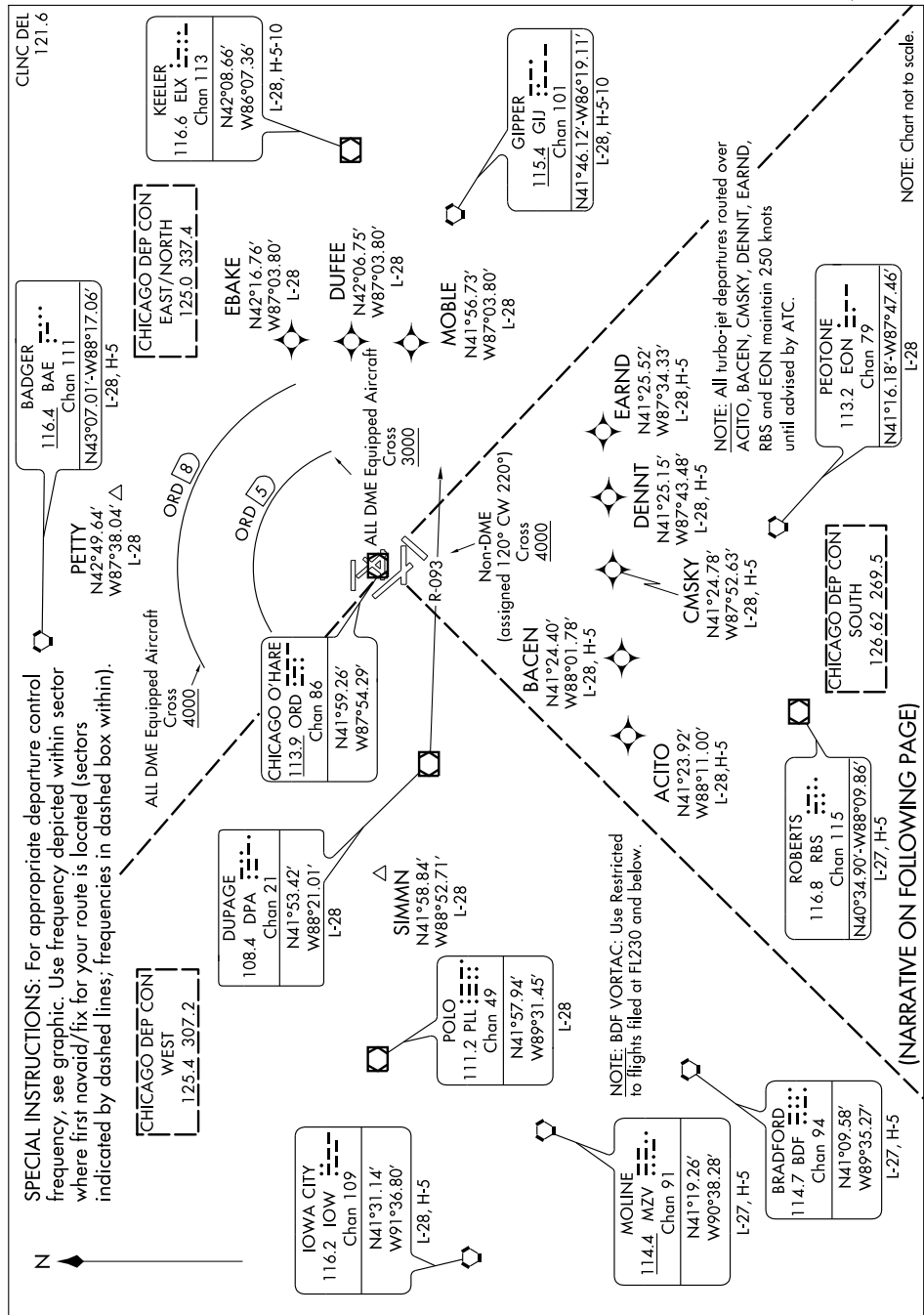
EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

O'HARE FIVE DEPARTURE

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where first navaid/fix for your route is located (sectors indicated by dashed lines; frequencies in dashed box within).



(NARRATIVE ON FOLLOWING PAGE)

EC-3. 23 SEP 2010 to 21 OCT 2010

O'HARE FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect radar vectors to first enroute navaid/fix. Expect clearance to requested altitude/flight level ten minutes after departure.

ALL DME EQUIPPED AIRCRAFT: Cross 5 DME arc of ORD at or above 3000 feet MSL, cross 8 DME arc of ORD at or above 4000 feet, maintain 5000 feet or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

NON-DME PROCEDURES: Aircraft initially assigned heading 120° CW 220°, cross DPA R-093 at or above 4000, maintain 5000 or assigned altitude. If unable to comply advise ATC as soon as possible prior to departure.

TAKE-OFF MINIMUMS:

Rwys 4L/R, 9L/R, 10, 14L/R, 22L/R, 32R, Standard.

Rwy 27L, Standard with minimum climb of 220 feet per NM to 1700.

Rwy 27R, Standard with minimum climb of 228 feet per NM to 1800.

Rwy 28, Standard with minimum climb of 222 feet per NM to 1700.

Rwy 32L, Standard with minimum climb of 240 feet per NM to 1800.

TAKE-OFF OBSTACLES:

Rwy 4L: Buildings beginning 3302' from DER, 1198' right of centerline, up to 109' AGL/751' MSL.

Rwy 4R: Tree 810' from DER, 611' right of centerline, 36' AGL/675' MSL. Trees beginning 2149' from DER, 834' left of centerline, up to 100' AGL/749' MSL. Parked aircraft on ramp 153' from DER, 329' left of centerline, 80' AGL/735' MSL.

Rwy 9L: Building 2771' from DER, 1234' right of centerline, 94' AGL/745' MSL.

Rwy 9R: Street light 877' from DER, 689' right of centerline, 40' AGL/673' MSL. Tree 3492' from DER, 1054' left of centerline, 100' AGL/744' MSL.

Rwy 10: Parked aircraft on ramp 33' from DER, 440' left of centerline, 80' AGL/735' MSL. Parked aircraft on ramp 940' from DER, 641' left of centerline, 80' AGL/735' MSL. Towers beginning 2522' from DER, 983' right of centerline, up to 127' AGL/771' MSL.

Rwy 14L: Light poles beginning 981' from DER, 745' left of centerline, up to 40' AGL/684' MSL. Parked aircraft on ramp 100' from DER, 363' right of centerline, 80' AGL/729' MSL. Sign 1292' from DER, 724' right of centerline, 37' AGL/682' MSL.

Rwy 14R: Parked aircraft on ramp 1104' from DER, 766' right of centerline, 80' AGL/736' MSL.

Rwy 22R: Parked aircraft on ramp 34' from DER, 430' left of centerline, 80' AGL/736' MSL.

Rwy 27L: Parked aircraft on ramp 70' from DER, 408' left of centerline, 80' AGL/740' MSL.

Rod on tower 2591' from DER, 1181' left of centerline, 86' AGL/753' MSL. Parked aircraft on ramp 3627' from DER, 1225' right of centerline, 80' AGL/754' MSL.

Rwy 27R: Tanks beginning 1489' from DER, 886' left of centerline, 53' AGL/726' MSL.

Lighted hopper and elevator 2778' from DER, 1020' left of centerline, 111' AGL/776' MSL.

Rwy 28: Trees beginning 1717' from DER, 752' left of centerline, up to 100' AGL/789' MSL.

Rwy 32L: Pole 1993' from DER, 791' right of centerline, 49' AGL/716' MSL.



ARRIVAL DESCRIPTION

AU SABLE TRANSITION (ASP.PAITN1): From over ASP VOR/DME via ASP R-261 to BOHIC then via GRR R-017 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

FLINT TRANSITION (FNT.PAITN1): From over FNT VORTAC via FNT R-269 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

GRAND RAPIDS TRANSITION (GRR.PAITN1): From over GRR VOR/DME via GRR R-260 to PAITN. Thence....

PULLMAN TRANSITION (PMM.PAITN1): From over PMM VOR/DME via PMM R-282 to PAITN. Thence....

SAULT STE MARIE TRANSITION (SSM.PAITN1): From over SSM VOR/DME via SSM R-198 to BOHIC then via GRR R-17 to GRR VOR/DME then via GRR R-260 to PAITN. Thence....

TRAVERSE CITY TRANSITION (TVC.PAITN1): From over TVC VORTAC via TVC R-193 to BITTR/TVC R-190 to WLTER/TVC 122 DME then via GRR R-260 to PAITN. Thence....

....From over PAITN via OBK VOR/DME R-071 to WYNDE, then via OBK VOR/DME R-071 to FIYER, then via OBK VOR/DME R-071 to ERNNY, then via ORD VOR/DME R-036 to PAPPI, then via ORD VOR/DME R-036 to ORD VOR/DME. Expect radar vectors to final approach course.

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 62905 W04A	APP CRS 042°	Rwy Idg TDZE Apt Elev	7500 658 672
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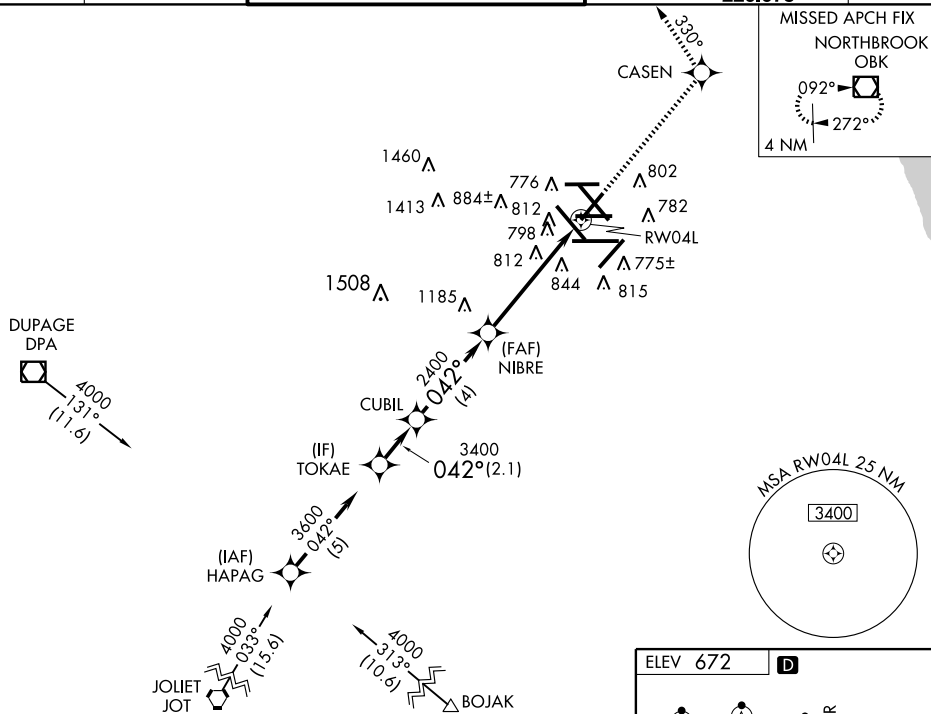
RNAV (GPS) RWY 4L

CHICAGO-O'HARE INTL (ORD)

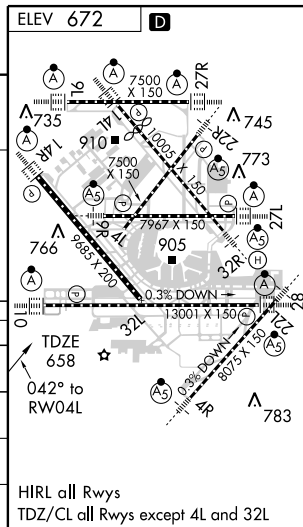
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct
CASEN and via 330° track to NORTHBROOK
VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER) CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6



	TOKAE	CUBIL	NIBRE	CASEN	330° tr	OBK
	3600	3400	042°	2400		
Procedure Turn NA						
GS 3.00° TCH 55						
	2.1 NM	4 NM	3.8 NM	1.5 NM		
CATEGORY	A	B	C	D		
LPV DA	908/40		250 (300-¾)			
LNAV/VNAV DA	1097-1½		439 (500-1½)			
LNAV MDA	1180/50	522 (600-1)	1180-1½ 522 (600-1½)	1180-1¾ 522 (600-1¾)		
CIRCLING	1220-1	548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)		



APP CRS	Rwy Idg	8075
041°	TDZE	661
	Apt Elev	672

RNAV (GPS) RWY 4R

CHICAGO-O'HARE INTL (ORD)

V DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. A and B visibility to RVR 5000.
Δ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MALSR
AS

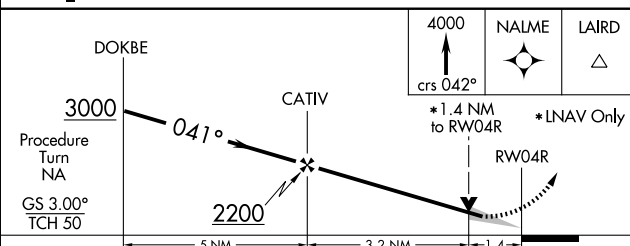
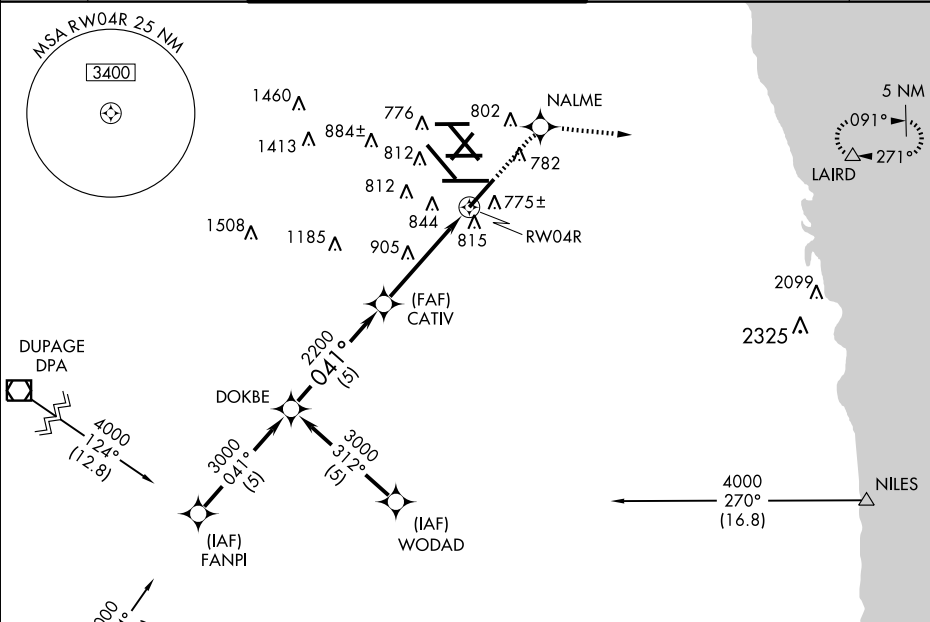
MISSED APPROACH: Climb to 4000 via 042° course to NALME WP then direct to LAIRD WP and hold.

ATIS	CHICAGO APP CON
135.4	119.0 393.1
282.225	

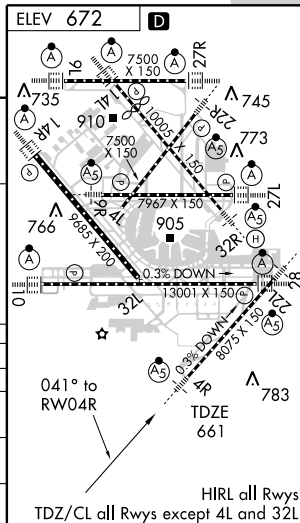
O'HARE TOWERS			
128.15	(NORTH)		
120.75	126.9	132.7	348.0 (CENTER)

(TWR NORTH) GND CON	(TWR CENTER)
124.125	121.75 (OBND)
	121.9 (IBND)
	226.675

CLNC DEL
121.6



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1136/60 475 (500-1¼)			
LNAV MDA	1160/40 499 (500-¾)			1160/50 499 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)



WAAS CH 99508 W09B	APP CRS 093°	Rwy Idg TDZE Apt Elev	7500 668 672
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RNAV (GPS) RWY 9L

CHICAGO-O'HARE INTL (ORD)

▼ For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to
4000 direct SIBLY and via 039°
track to DEERE and hold.

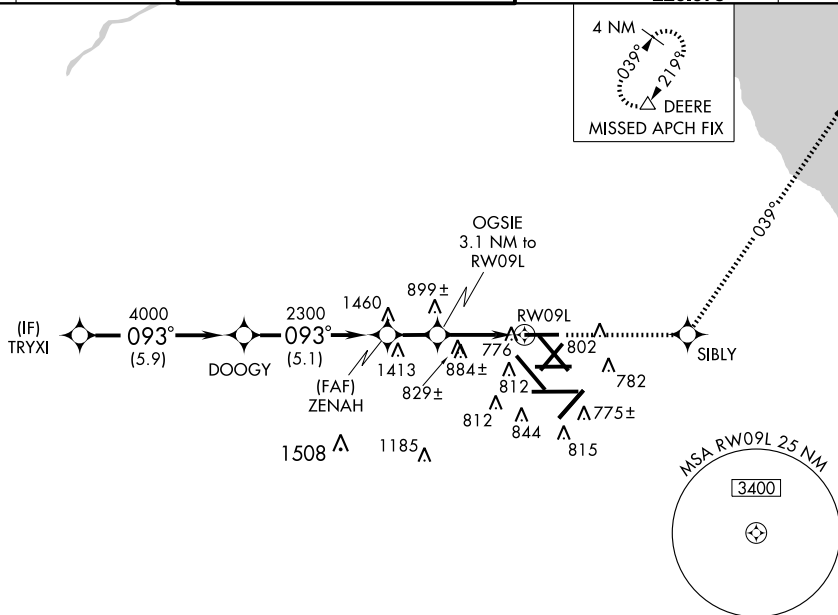
ATIS
135.4
282.225

CHICAGO APP CON
119.0 393.1

O'HARE TOWERS
(NORTH)
128.15 120.75 126.9 132.7 348.0 (CENTER)

(TWR NORTH) GND CON (TWR CENTER)
124.125 121.75 (OBND)
121.9 (IBND)
226.675

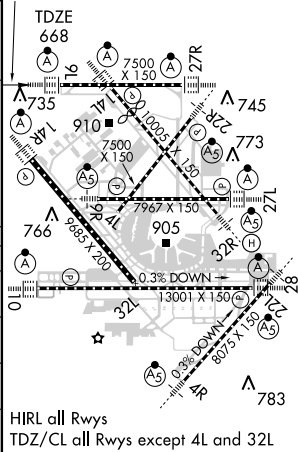
CLNC DEL
121.6

**RADAR REQUIRED**

	TRYXI	DOOGY	ZENAH	OGSIE 3.1 NM to RW09L	SIBLY	DEERE
	4000	4000	2300	*1720		
	← 5.9 NM	← 5.1 NM	← 1.8 NM	← 1.8 NM	← 1.3 NM	
CATEGORY	A	B	C	D		
LPV DA	944/24 276 (300-½)					
LNAV/ VNAV DA	1106/50 438 (500-1)					
LNAV MDA	1140/24 472 (500-½)		1140/40 472 (500-¾)		1140/50 472 (500-1)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)		1240-2 568 (600-2)	

ELEV 672

D

093° to
RW09LTDZE
668

WAAS CH 78204 W09A	APP CRS 093°	Rwy Idg TDZE Apt Elev	7967 660 672
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RNAV (GPS) RWY 9R

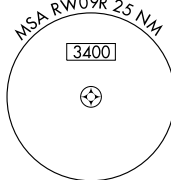
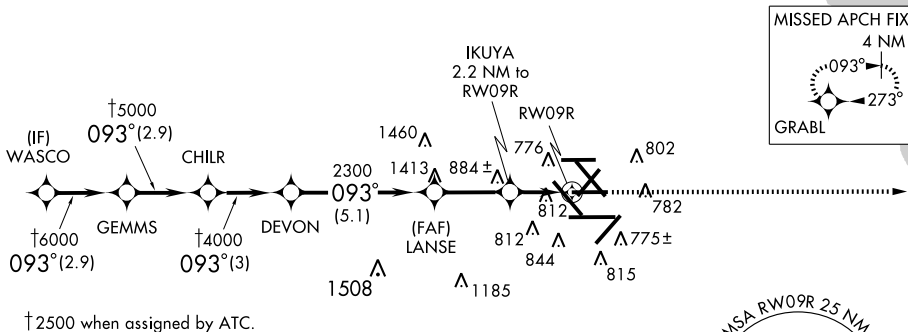
CHICAGO-O'HARE INTL (ORD)

For inoperative MALSRL, increase LPV all Cats. visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

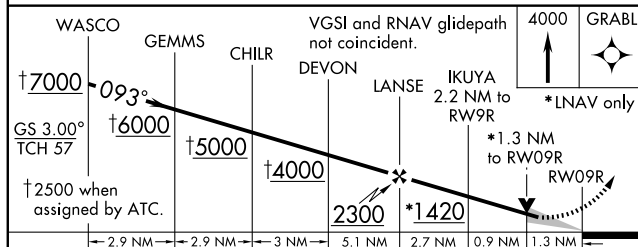


MISSED APPROACH: Climb to
4000 direct GRABL and hold.

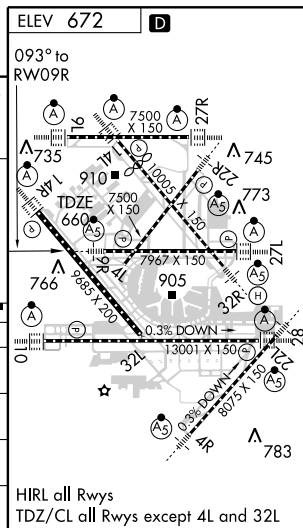
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	976/24 316 (400-½)			
LNAV/ VNAV DA	1097/50 437 (500-1)			
LNAV MDA	1160/24 500 (500-½)	1160/40 500 (500-¾)	1160/50 500 (500-1)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	



WAAS CH 48904 W10A	APP CRS 093°	Rwy Idg 12246 TDZE 672 Apt Elev 672
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RNAV (GPS) RWY 10

CHICAGO-O'HARE INTL (ORD)

T For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 4000 direct BLUTO and hold.

ATIS
135.4
282.225

CHICAGO APP CON
119.0 393.1

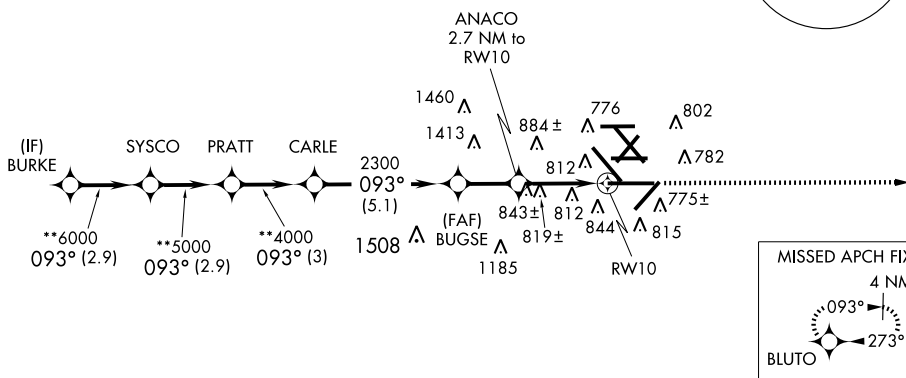
O'HARE TOWERS
128.15 (NORTH)
120.75 126.9 132.7 348.0 (CENTER)

(TWR NORTH
124.125

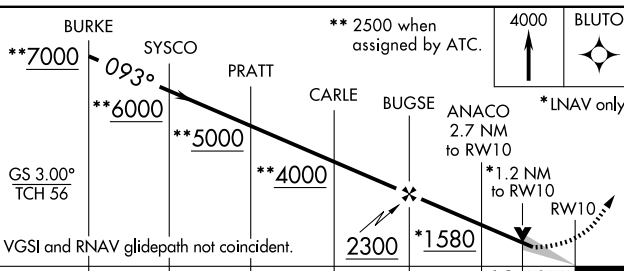
GND CON (TWR CENTER)
121.75(OBND)
121.9(IBND)
226.675

CLNC DEL
121.6

RADAR REQUIRED



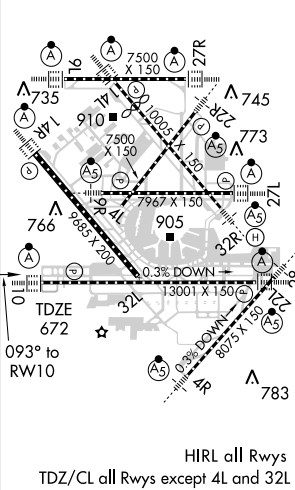
**2500 when
assigned by ATC.



CATEGORY	A	B	C	D
LPV DA	922/24 250 (300-½)			
LNAV/ VNAV DA	1119/50 447 (500-1)			
LNAV MDA	1100/24 428 (500-½)		1100/40 428 (500-¾)	1100/50 428 (500-1)
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

ELEV 672

D



CHICAGO, ILLINOIS
Amdt 3A 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)
RNAV (GPS) RWY 10

EC-3, 23 SEP 2010 to 21 OCT 2010

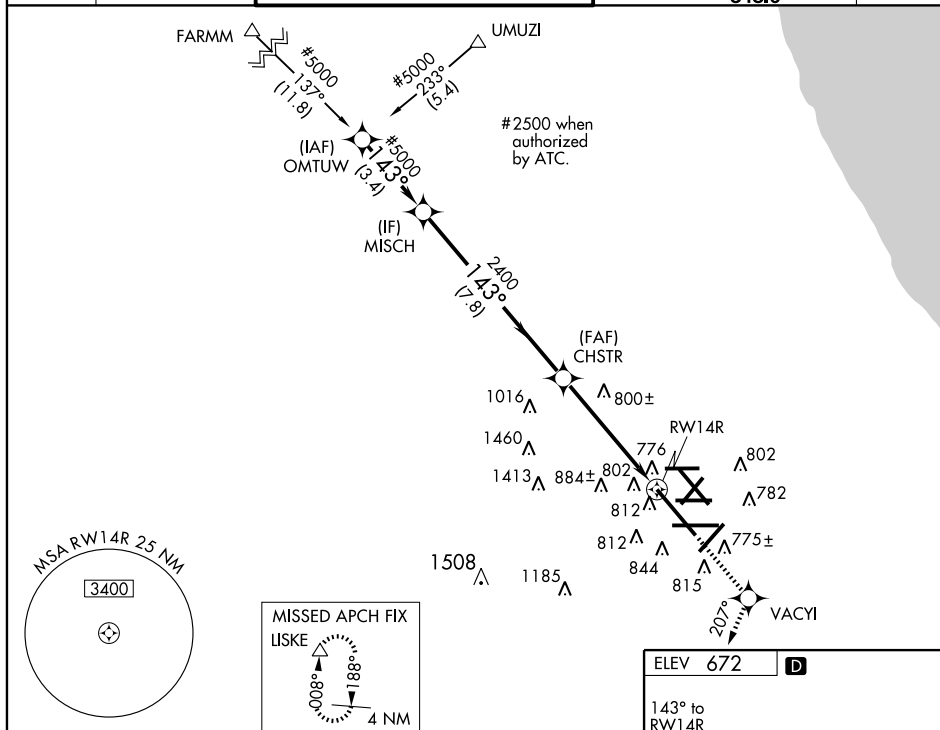
EC-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 93603 W14B	APP CRS 143°	Rwy Idg TDZE 668 Apt Elev 672
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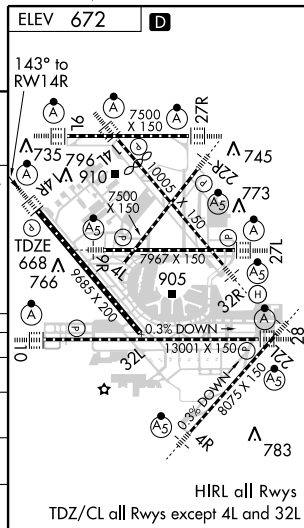
RNAV (GPS) RWY 14R

CHICAGO-O'HARE INTL (ORD)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.			ALSF-2 	MISSED APPROACH: Climb to 4000 direct VACYI and on track 207° to LISKE and hold.
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 390.9 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 348.6	CLNC DEL 121.6



Procedure Turn NA	VGSJ and RNAV glidepath not coincident.		4000	VACYI	tr 207°	LISKE
OMTUW	MISCH	CHSTR	RWY 14R	*LNAV only		
# 5000	# 5000	2400	143°	*1.4 NM to RWY 14R		
#2500 when authorized by ATC.	GS 3.00° TCH 56	2400	143°	1.4 NM		
3.4 NM		7.8 NM	3.8 NM	1.4 NM		
CATEGORY	A	B	C	D		
LPV DA	868/24		200 (200-½)			
LNAV/VNAV DA	1066/40		398 (400-¾)			
LNAV MDA	1180/24	512 (600-½)	1180/50	512 (600-1)	1180/60	512 (600-1½)
CIRCLING	1220-1	548 (600-1)	1220-1½	548 (600-1½)	1240-2	568 (600-2)



WAAS CH 90504 W22A	APP CRS 223°	Rwy Idg 7500 TDZE 651 Apt Elev 672
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RNAV (GPS) RWY 22R

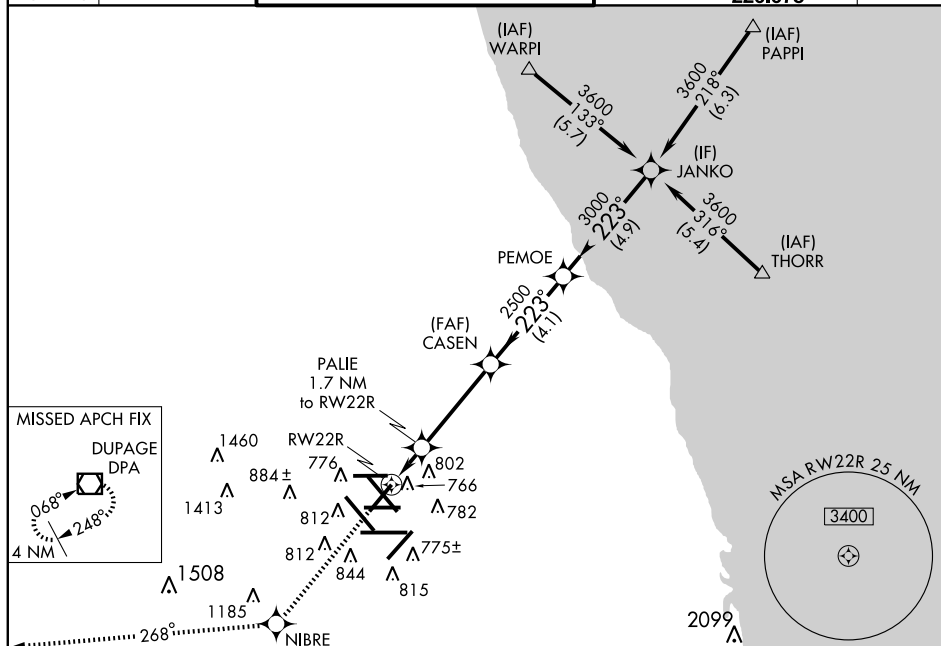
CHICAGO-O'HARE INTL (ORD)

▼ For inoperative MALS, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16° C (4°F) or above 47° C (116°F). DME/DME RNP-0.3 NA.

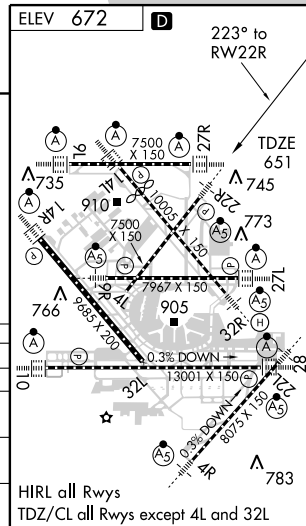


MISSED APPROACH: Climb to 4000
direct NIBRE and via 268° track to
DUPAGE VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER) CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125 121.75 (OBND) 121.9 (IBND) 226.675	121.6



4000	NIBRE	268° tr	DPA
* LNAV only	PALIE 1.7 NM to RW22R	CASEN	JANKO
	RW22R	PEMOE	Procedure Turn NA
	*1240	3000	GS 3.00° TCH 52
	1.7 NM	3.9 NM	4.1 NM
CATEGORY	A	B	C
LPV DA	927/24	276 (300-½)	
LNAV/VNAV DA	1111/50	460 (500-1)	
LNAV MDA	1120/24 469 (500-½)	1120/40 469 (500-¾)	1120/50 469 (500-1)
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)



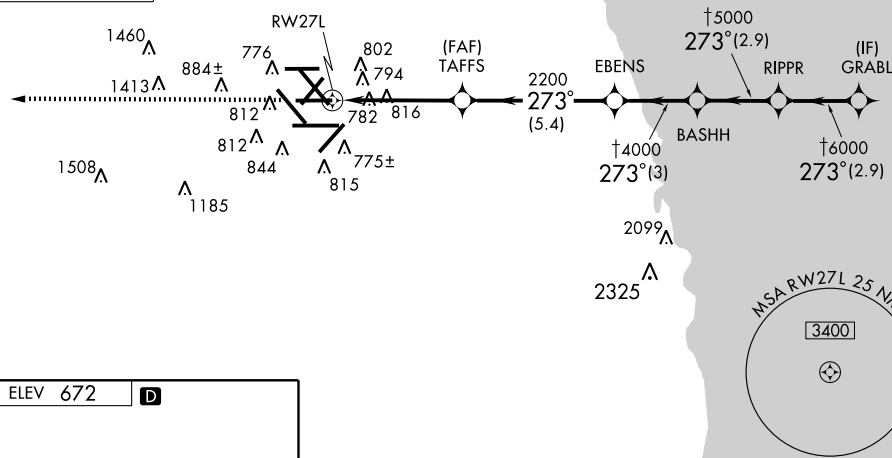
WAAS CH 77804 W274	APP CRS 273°	Rwy Idg TDZE Apt Elev	7967 653 672
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RNAV (GPS) RWY 27L

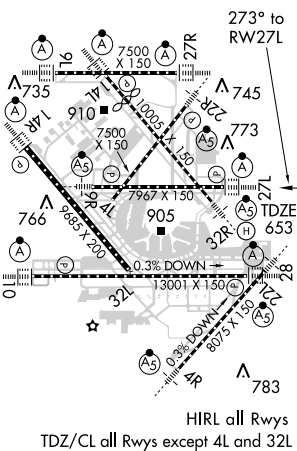
CHICAGO-O'HARE INTL (ORD)

▼ For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.			ALSF-2 	MISSED APPROACH: Climb to 4000 direct WASCO and hold.	
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6	

RADAR REQUIRED

 MISSED APCH FIX
 WASCO


ELEV 672




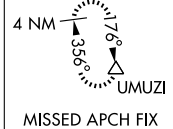
4000 WASCO 		VGSi and RNAV glidepath not coincident.			
*LNAV only *1.3 NM to RW27L		TAFSS	EBENS	BASHH	RIPPR
RW27L 1.3 NM 3.4 NM 5.4 NM 3 NM 2.9 NM 2.9 NM		2200	4000	5000	6000
CATEGORY LPV DA LNAV/VNAV DA LNAV MDA CIRCLING		A	B	C	D
		935/24 282 (300-1/2)			
		1111/50 458 (500-1)			
		1120/24	467 (500-1/2)	1120/40 467 (500-3/4)	1120/50 467 (500-1)
		1220-1	548 (600-1)	1220-1 1/2 548 (600-1 1/2)	1240-2 568 (600-2)

WAAS CH 69508 W27B	APP CRS 273°	Rwy Idg TDZE 664 Apt Elev 672
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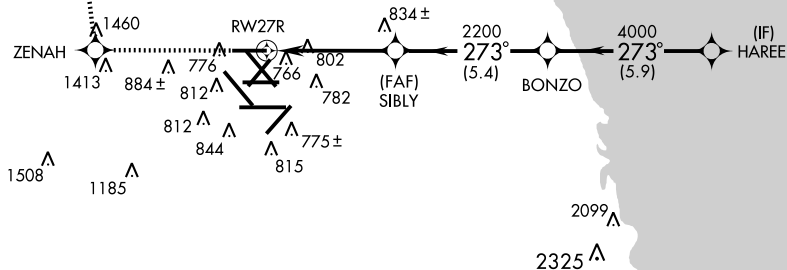
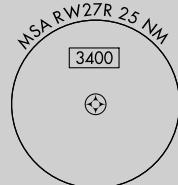
RNAV (GPS) RWY 27R

CHICAGO-O'HARE INTL (ORD)

▼	For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.				ALSF-2 	MISSED APPROACH: Climb to 4000 direct ZENAH and via 356° track to UMUZI and hold.
	ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 126.9 132.7 348.0 (CENTER)		(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6

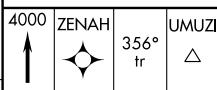
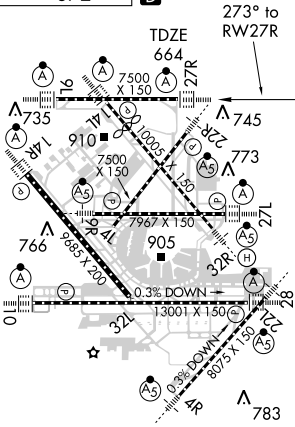


RADAR REQUIRED



ELEV 672

D



* LNAV only

* 1.2 NM to RW27R

RW27R

1.2 NM

3.4 NM

5.4 NM

5.9 NM

BONZO

HAREE

4000

GS 3.00° TCH 55'

CATEGORY	A	B	C	D
LPV DA	977/24 313 (400-½)			
LNAV/VNAV DA	1063/40 399 (400-¾)			
LNAV MDA	1100/24 436 (500-½)	1100/40 436 (500-¾)	1100/50 436 (500-1)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	

CHICAGO, ILLINOIS

Orig 10210

41°59'N - 87°54'W

CHICAGO-O'HARE INTL (ORD)

RNAV (GPS) RWY 27R

WAAS CH 42804 W28A	APP CRS 273°	Rwy Idg TDZE Apt Elev	13001 651 672
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RNAV (GPS) RWY 28

CHICAGO-O'HARE INTL (ORD)

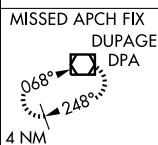
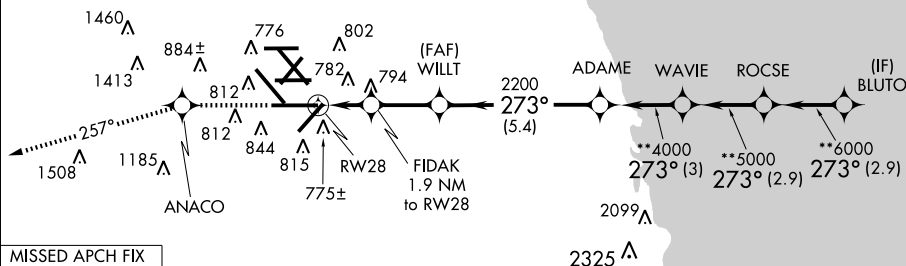
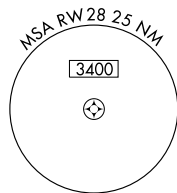
▼ For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2



MISSED APPROACH: Climb to 4000
direct ANACO and via 257° track to
DPA VOR/DME and hold.

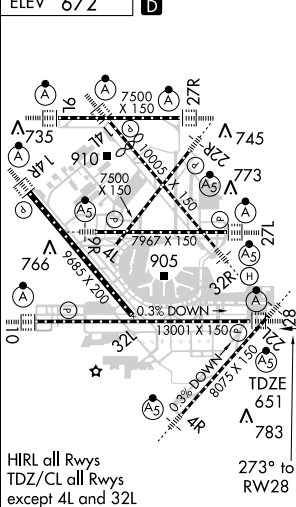
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 120.75 126.9 132.7 348.0 (CENTER)	(TWR NORTH) GND CON (TWR CENTER) 124.125 121.75 (OBND) 121.9 (IBND) 226.675	CLNC DEL 121.6
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4 NM
ELEV 672

RADAR REQUIRED

**2500 when
assigned by ATC.



CATEGORY	A	B	C	D
LPV DA	945/24 294 (300-½)			
LNAV/VNAV DA	1133/60 482 (500-1¼)			
LNAV MDA	1100/24 449 (500-½)	1100/40 449 (500-¾)	1100/50 449 (500-1)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-1½)	1240-2 568 (600-2)	

WAAS CH 69504 W32A	APP CRS 323°	Rwy Idg 10005 TDZE 653 Apt Elev 672
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RNAV (GPS) RWY 32R

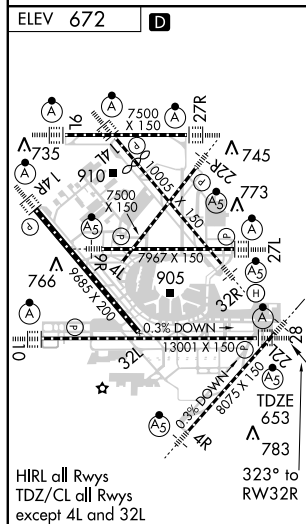
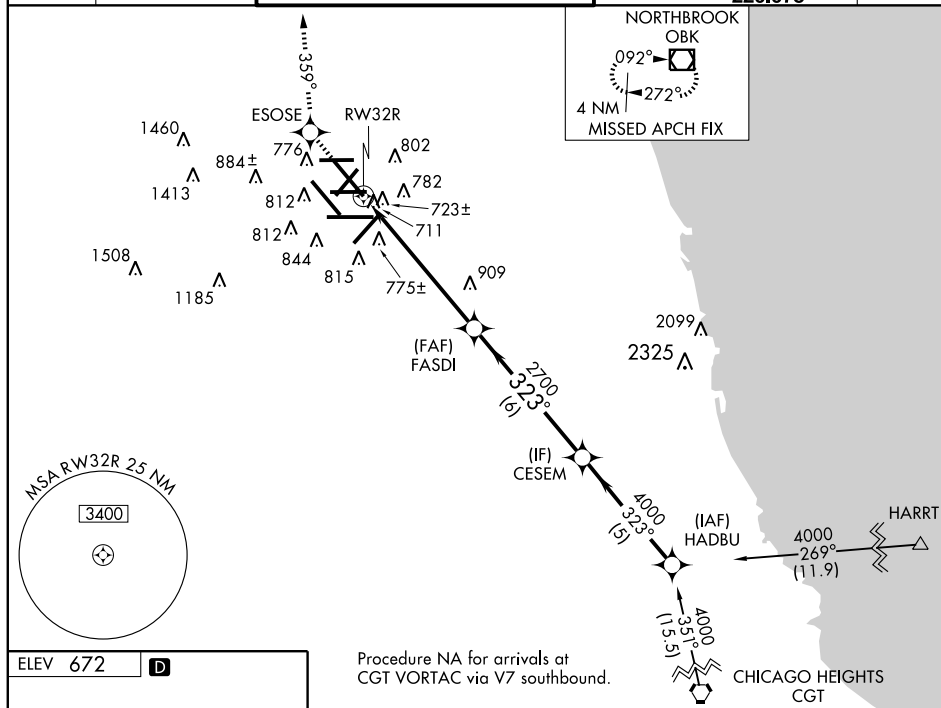
CHICAGO-O'HARE INTL (ORD)

▼ For inoperative MALS, increase LPV all Cats visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.



MISSED APPROACH: Climb to 4000
direct ESOSE and right turn via 359°
track to OBK VOR/DME and hold.

ATIS	CHICAGO APP CON	O'HARE TOWERS	(TWR NORTH) GND CON	(TWR CENTER) CON	CLNC DEL
135.4 282.225	119.0 393.1	128.15 (NORTH) 120.75 126.9 132.7 348.0 (CENTER)	124.125	121.75 (OBND) 121.9 (IBND) 226.675	121.6



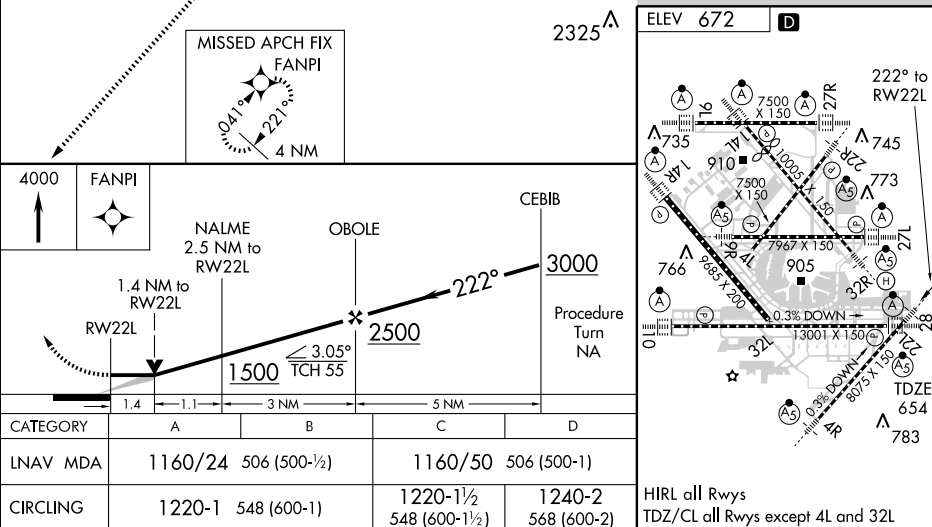
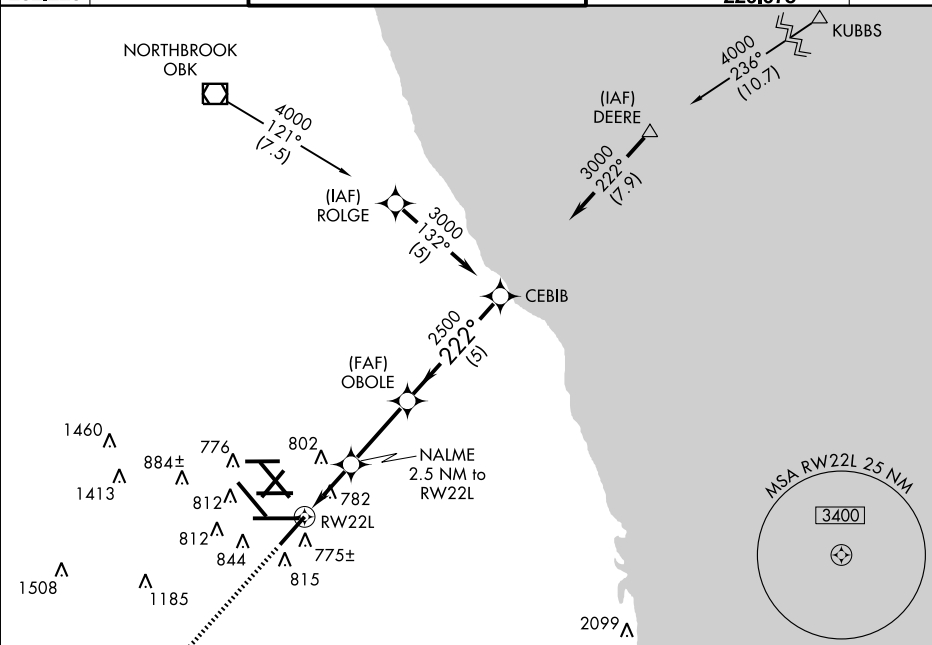
	4000	ESOSE	OBK	
		359° tr		
	*LNAV Only			
	RW32R	*1.6 NM to RW32R		
		1.6 NM	4.5 NM	6 NM
CATEGORY	A	B	C	D
LPV DA	928/24 275 (300-½)			
LNAV/VNAV DA	1073/50 420 (500-1)			
LNAV MDA	1220/24 567 (600-½)	1220/50 567 (600-1)	1220/60 567 (600-¼)	
CIRCLING	1220-1 548 (600-1)	1220-1½ 548 (600-½)	1240-2 568 (600-2)	

APP CRS 222°	Rwy Idg TDZE 654	8075
	Apt Elev 672	

RNAV (GPS) Y RWY 22L

CHICAGO-O'HARE INTL (ORD)

NA DME/DME RNP-0.3 NA.			MISSED APPROACH: Climb to 4000 direct FANPI and hold.	
ATIS 135.4 282.225	CHICAGO APP CON 119.0 393.1	O'HARE TOWERS (NORTH) 128.15 (CENTER) 120.75 126.9 132.7 348.0 (TWR NORTH) 124.125 (TWR CENTER) 121.75 (OBND) 121.9 (IBND) 226.675		CLNC DEL 121.6



RNAV (GPS) Z RWY 22L

CHICAGO-O'HARE INTL (ORD)

APP CRS **222°**
Rwy Idg **8075**
TDZE **654**
Apt Elev **672**

▼
▲ NA
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -16°C (4°F) or above
47°C (116°F). DME/DME RNP-0.3 NA.

MALSR
AS

MISSED APPROACH: Climb to 4000
via 222° course to FANPI WP and hold.

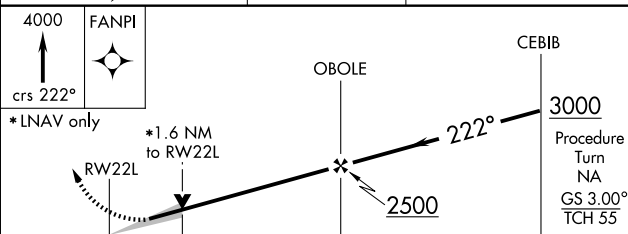
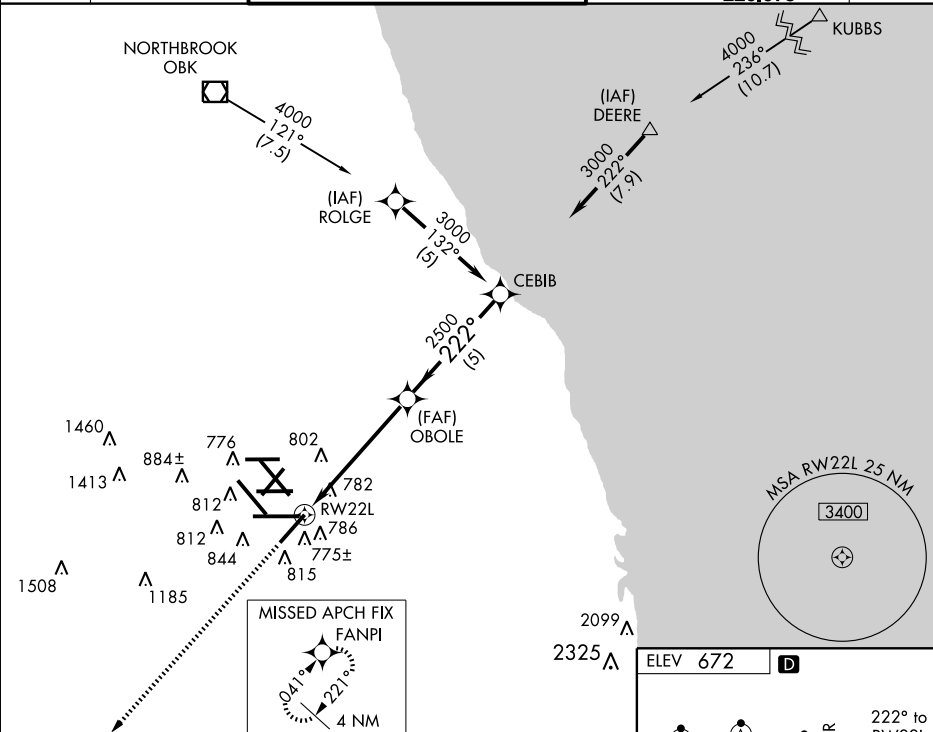
ATIS
135.4
282.225

CHICAGO APP CON
119.0 393.1

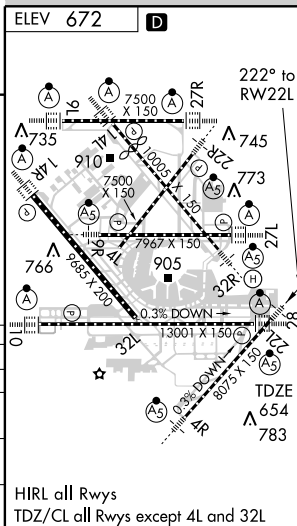
O'HARE TOWERS
(NORTH)
128.15
120.75 126.9 132.7 348.0 (CENTER)

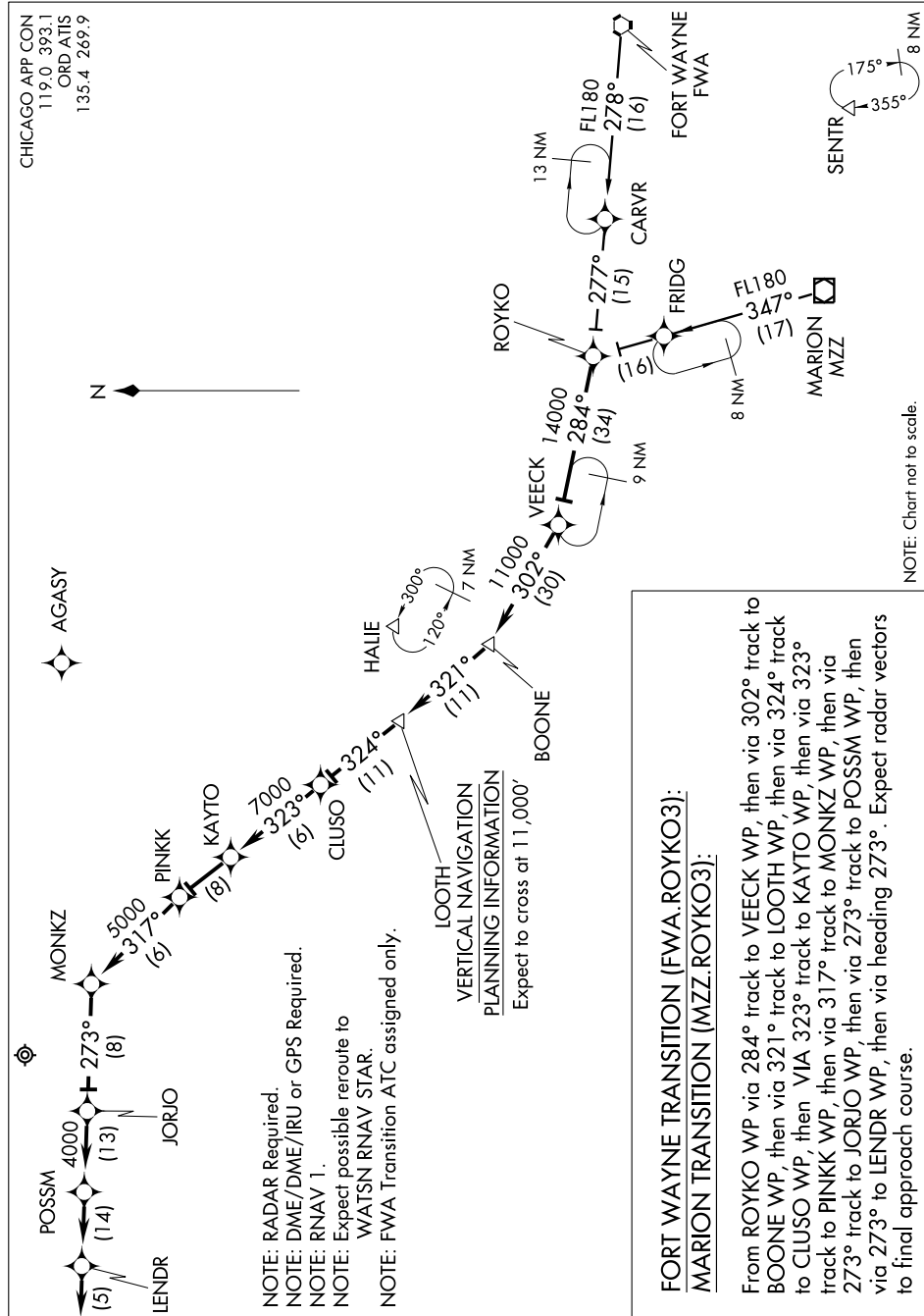
(TWR NORTH) GND CON (TWR CENTER)
124.125 **121.75** (OBND)
121.9 (IBND)
226.675

CLNC DEL
121.6



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060/50 406 (400-1)			
LNAV MDA	1220/24 566 (600-1/2)	1220/50 566 (600-1)	1220/60 566 (600-1/4)	
CIRCLING	1220-1 548 (600-1)	1220-1 1/2 548 (600-1/2)	1240-2 568 (600-2)	





(WATSN.WATSN1)

08325

ST-166 (FAA)

WATSN ONE ARRIVAL (RNAV)

CHICAGO O'HARE INTL
CHICAGO, ILLINOISCHICAGO APP CON
119.0 393.1
O'HARE ATIS
135.4 269.9

NOTE: Expect possible rerouting via the ROYKO RNAV STAR due to airport demand or configuration.

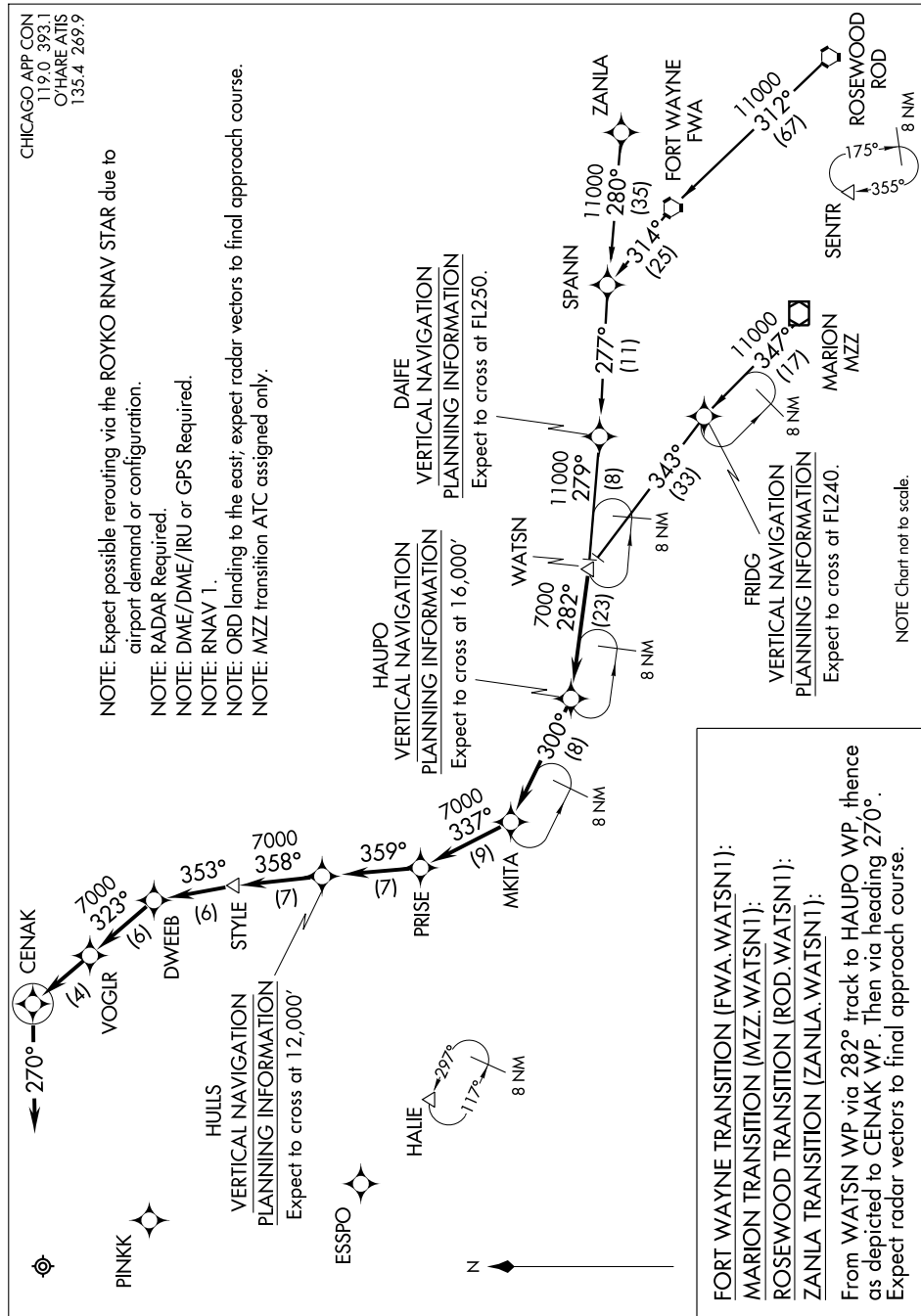
NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1.

NOTE: ORD landing to the east; expect radar vectors to final approach course.

NOTE: MZZ transition ATC assigned only.



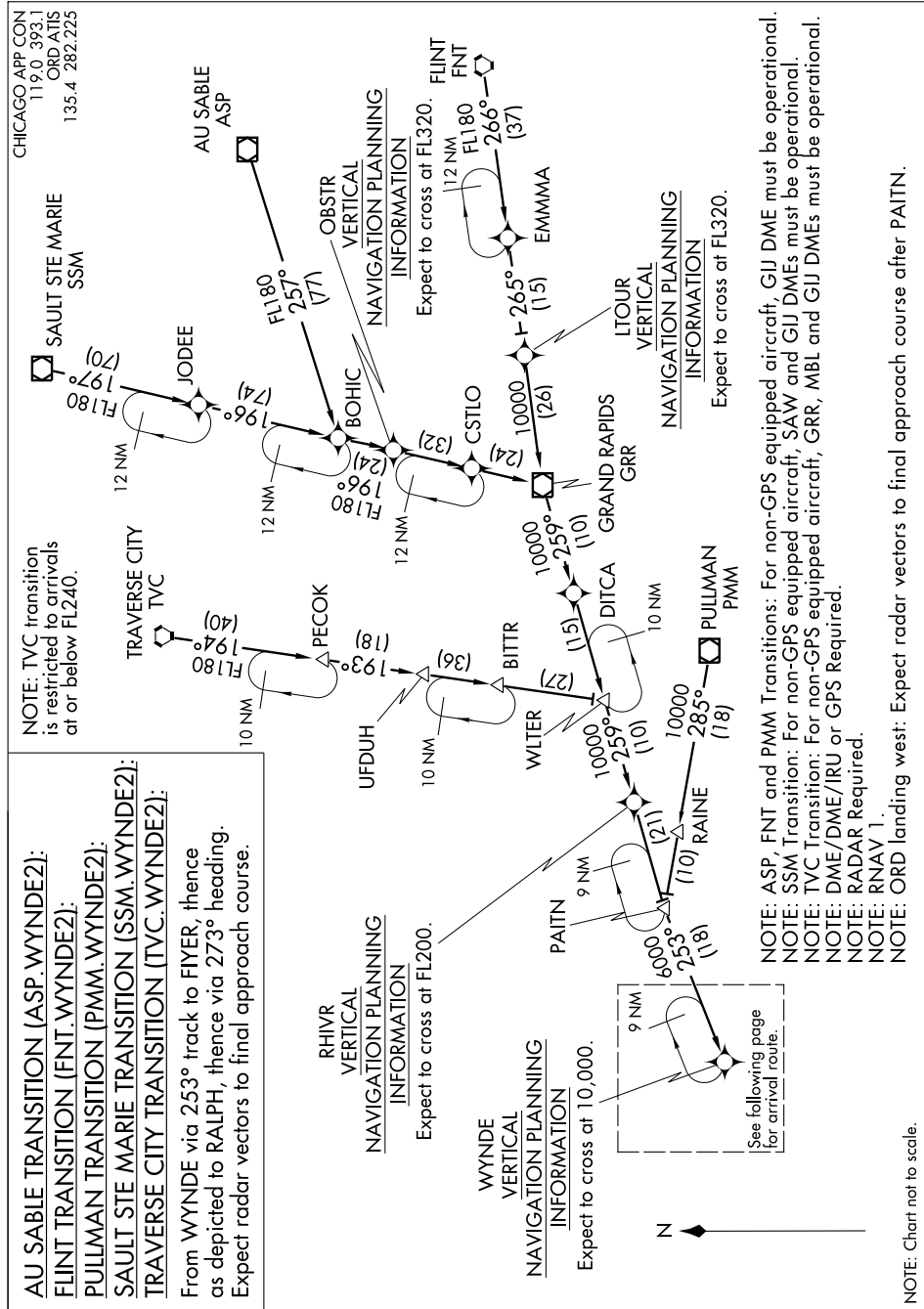
WATSN ONE ARRIVAL (RNAV)

(WATSN.WATSN1)

08325

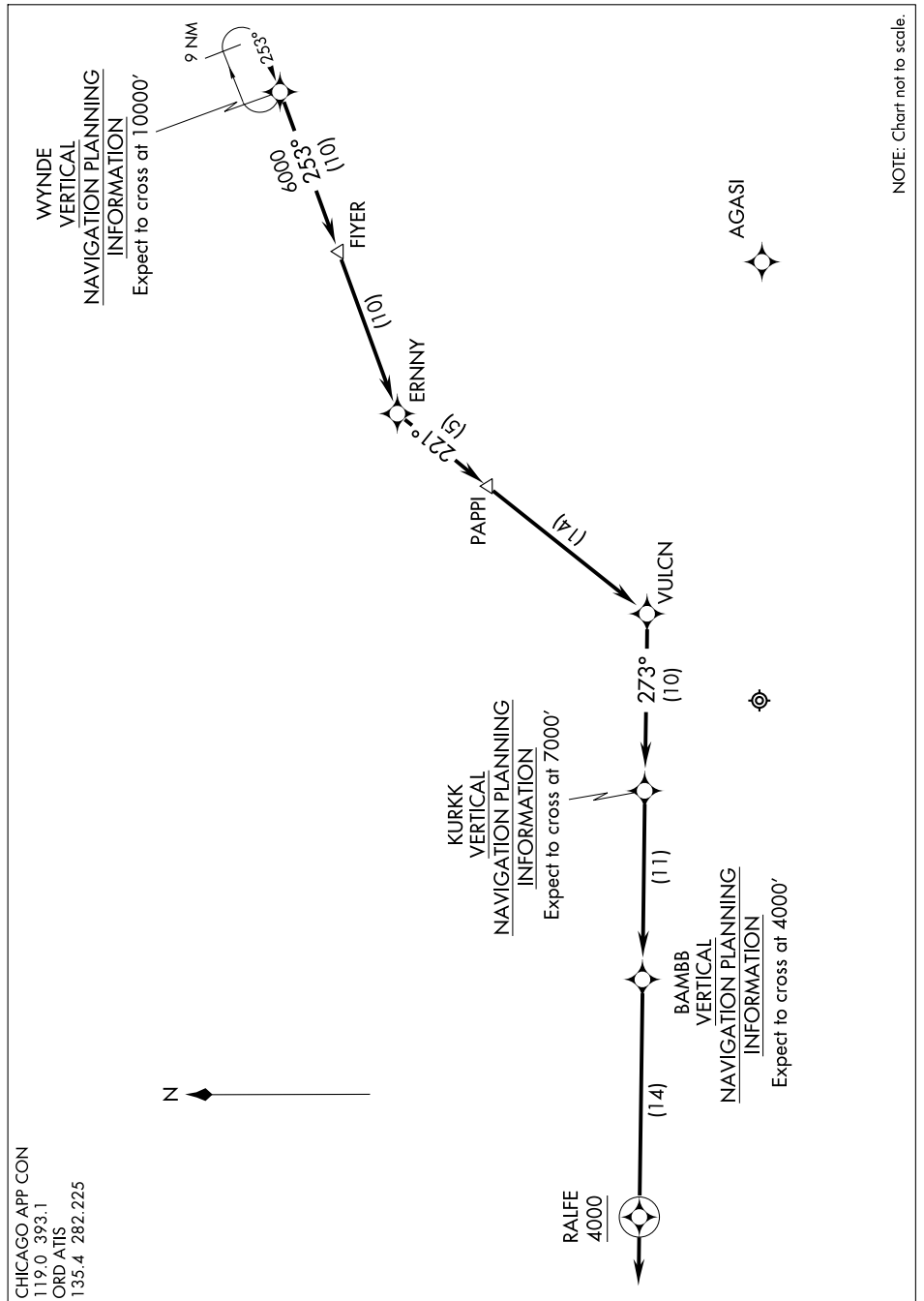
CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

EC-3, 23 SEP 2010 to 21 OCT 2010



WYNDE TWO ARRIVAL (RNAV) Arrival Route

CHICAGO O'HARE INTL
CHICAGO, ILLINOIS



WYNDE TWO ARRIVAL (RNAV) Arrival Route

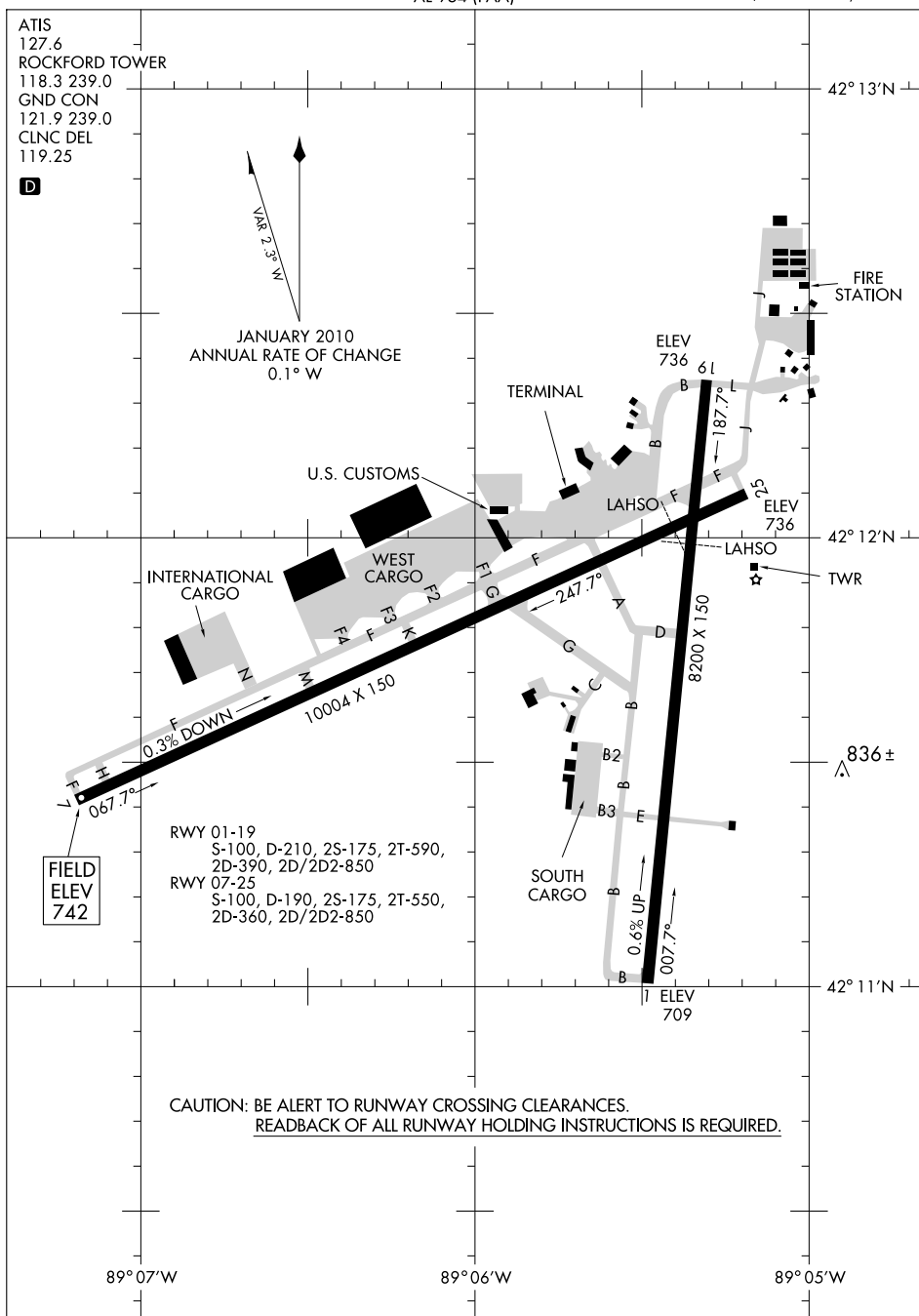
CHICAGO, ILLINOIS
CHICAGO O'HARE INTL

AIRPORT DIAGRAM

AL-954 (FAA)

CHICAGO/ROCKFORD INTL (RFD)
CHICAGO/ROCKFORD, ILLINOIS

EC-3, 23 SEP 2010 to 21 OCT 2010



EC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

CHICAGO/ROCKFORD, ILLINOIS
CHICAGO/ROCKFORD INTL (RFD)

CHICAGO/ROCKFORD INTL (RFD) 68 NW UTC-6(-5DT) N42°11.72' W89°05.83'

742 B S4 FUEL 100LL JET A, A1+ OX 1, 2, 3, 4 LRA ARFF Index—See Remarks

CHICAGO

H-5D, L-28H

IAP, AD

NOTAM FILE RFD

RWY 07-25: H1000X150 (ASPH-CONC-GRVD) S-100, D-190

2D-360, 2D/2D2-850 HIRL CL

RWY 07: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 68'. Trees.

0.3% down.

RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 37'. Tree.

RWY 01-19: H8200X150 (ASPH-GRVD) S-100, D-210 2D-390,

2D/2D2-850 HIRL CL

RWY 01: MALSR. TDZL. Road. 0.6% up.

RWY 19: REIL. VASI(V6L)—Upper GA 3.25° TCH 90'.

Lower GA 3.0° TCH 50'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	07-25	6000
RWY 07	01-19	8800

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-8199 TODA-8199 ASDA-8199 LDA-8199

RWY 19: TORA-8199 TODA-8199 ASDA-8099 LDA-8099

AIRPORT REMARKS: Attended continuously. Birds and Deer on and in/ov

arpt. Rwy 07 RVR touchdown, midpoint and rollout avbl. Class I,

ARFF Index C. ARFF Index E equipment avbl with one hr PPR call

815-969-4011. US customs office rqr 2 hr advance notice during

business hrs Mon-Fri 1430-2300Z. US Customs user fee arpt. Request for U.S. Customs svc on weekends

should be received by 2300Z Fri. Ldg fee. Twy L identifying sign on Twy J NSTD.

WEATHER DATA SOURCES: ASOS (815) 399-0627.**COMMUNICATIONS:** ATIS 127.6 UNICOM 122.95

ROCKFORD RCO 122.65 (KANKAKEE RADIO)

R ROCKFORD APP/DEP CON 126.0 (West) 121.0 (East)

ROCKFORD TOWER 118.3 CLNC DEL 119.25 GND CON 121.9

TRSA svc etc APP CON.

RADIO AIDS TO NAVIGATION: NZTAM FILE RFD.

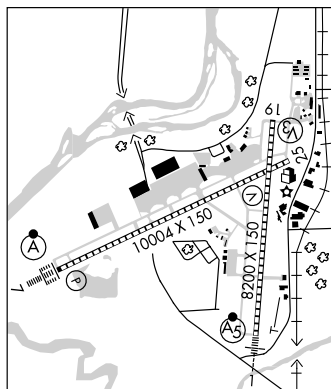
ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53' W89°11.96' 111° 4.9 NM to fld. 868/1E.

GILMY NDB (LOM) 275 RF N42°06.86' W89°05.92' 001° 4.9 NM to fld.

ILS/DME 109.3 I-RFD Chan 30 Rwy 01. Class IE. LOM GILMY NDB.

ILS 109.55 I-UDY Rwy 07. Class IIIE.

ASR

**CHICAGO/ROMEOVILLE****LEWIS UNIVERSITY** (LOT) 20 SW UTC-6(-5DT) N41°36.49' W88°05.77'

679 B S4 FUEL 100LL, JET A NOTAM FILE LOT

RWY 02-20: H6500X100 (CONC-GRVD) D-99 MIRL 0.3% up S

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 20: REIL. PAPI(P4L)—GA 3.2° TCH 40'.

RWY 09-27: H5696X75 (ASPH-PFC) MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 41'.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Thld displcd 196'. Tree.

AIRPORT REMARKS: Attended 1300-0300Z. Twy A clsd indef. N parking

ramp clsd to all multi engine acft. Birds on and in/ov arpt.

Rotating bcn OTS indef. MIRL Rwy 02-20 and Rwy 09-27 preset

on low ints; to increase ints ACTIVATE—CTAF. ACTIVATE REIL Rwy

02, Rwy 20, Rwy 09 and Rwy 27 and PAPI Rwy 02, Rwy 20, Rwy

09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (815) 588-4802.**COMMUNICATIONS:** CTAF/UNICOM 122.8

JOLIET RCO 122.5 122.1R 112.3T (KANKAKEE RADIO).

R CHICAGO APP/DEP CON 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 068° 10.7 NM to fld. 592/2E.

ILS/DME 111.95 I-LOT Chan 56Y Rwy 09. LOC only.

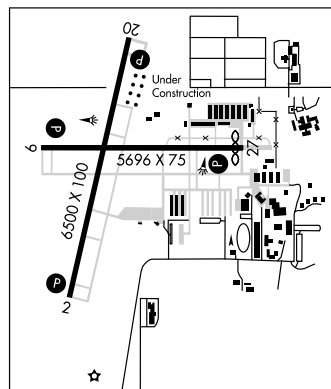
ILS/DME 108.55 I-JQH Chan 22Y Rwy 02. LOC only.

CHICAGO

COPTER

H-5E, L-28H, A


IAP

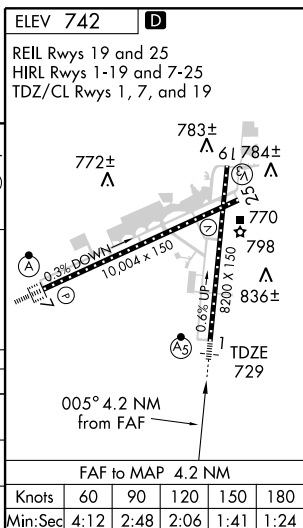
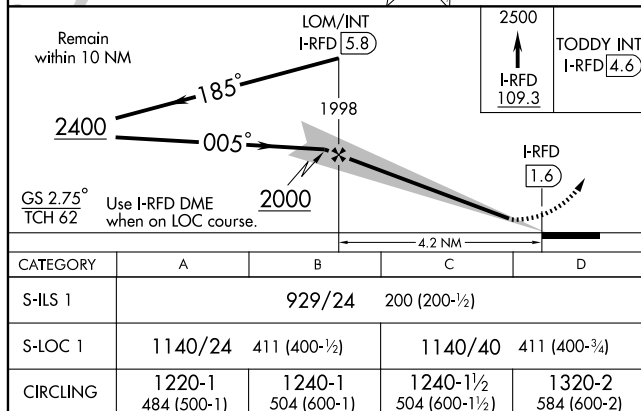
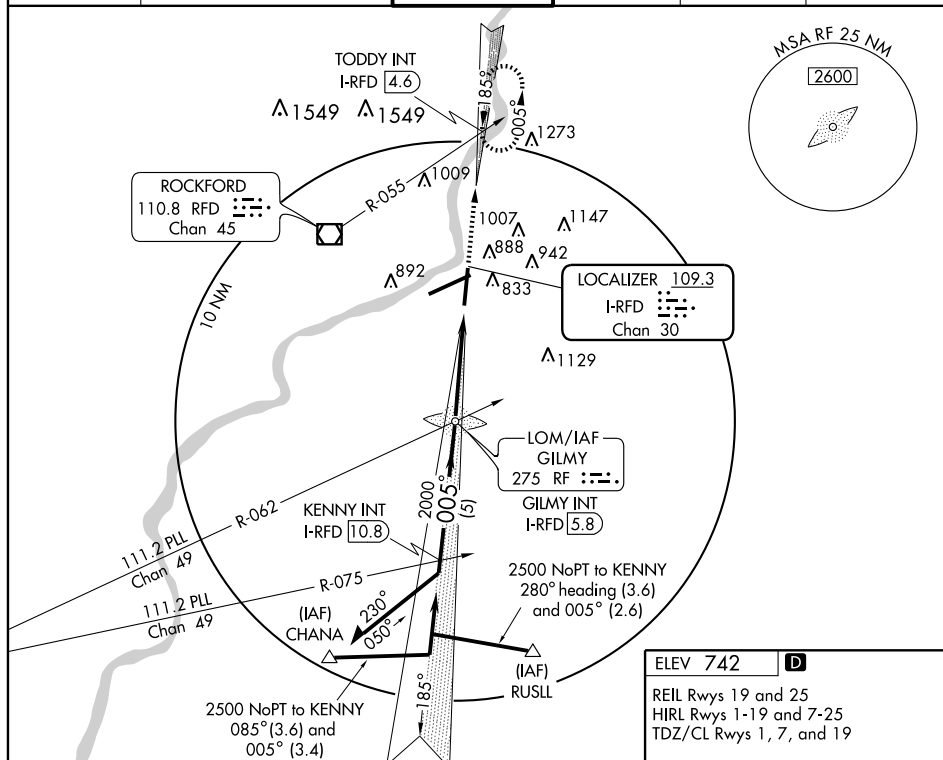


LOC/DME I-RFD 109.3 Chan 30	APP CRS 005°	Rwy Idg 8199 TDZE 729 Apt Elev 742
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ILS or LOC RWY 1

CHICAGO/ROCKFORD INTL (RFD)

ASR		MALSR 	MISSED APPROACH: Climb to 2500 via I-RFD North course to TODDY Int/I-RFD 4.6 DME and hold.		
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95



LOC I-UDY	APP CRS	Rwy Idg	10004
<u>109.55</u>	065°	TDZE	742
		Apt Elev	742

ILS or LOC RWY 7
CHICAGO/ROCKFORD INTL (RFD)

ASR



MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.

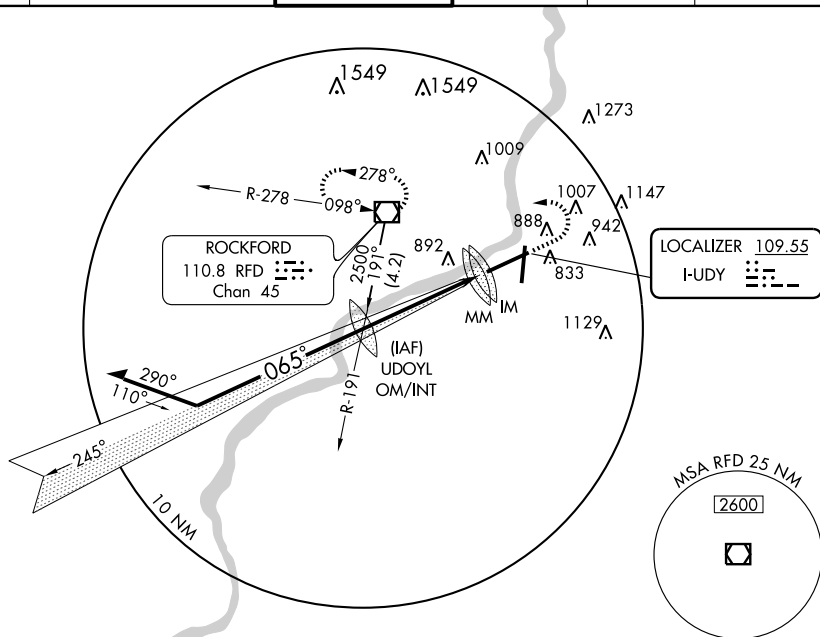
ATIS
127.6

ROCKFORD APP CON
121.0 327.0

ROCKFORD TOWNSHIP
118.3 239.0

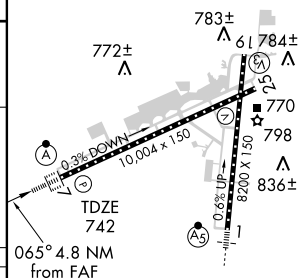
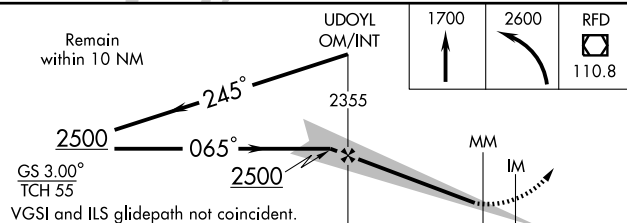
GND CON
121.9 239.0

CLNC DE
119.25

UNICOM
122.95

EC-3. 23 SEP 2010 to 21 OCT 2010

ELEV 742



CATEGORY	A	B	C	D
S-ILS 7	942/18 200 (200-½)			
S-LOC 7	1200/24	458 (500-½)	1200/40 458 (500-¾)	1200/50 458 (500-1)
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1, 7, and 19

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CHICAGO/ROCKFORD, ILLINOIS

Amdt 1B 10154

CHICAGO/ROCKFORD INTL (RFD)

ILS or LOC RWY 7

EC-3, 23 SEP 2010 to 21 OCT 2010

42°12'N - 89°06'W

LOC I-UDY	APP CRS	Rwy Idg	10004
<u>109.55</u>	065°	TDZE	742
		Apt Elev	742

ILS RWY 7 (CAT II)
CHICAGO/ROCKFORD INTL (RFD)

ASR



MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.

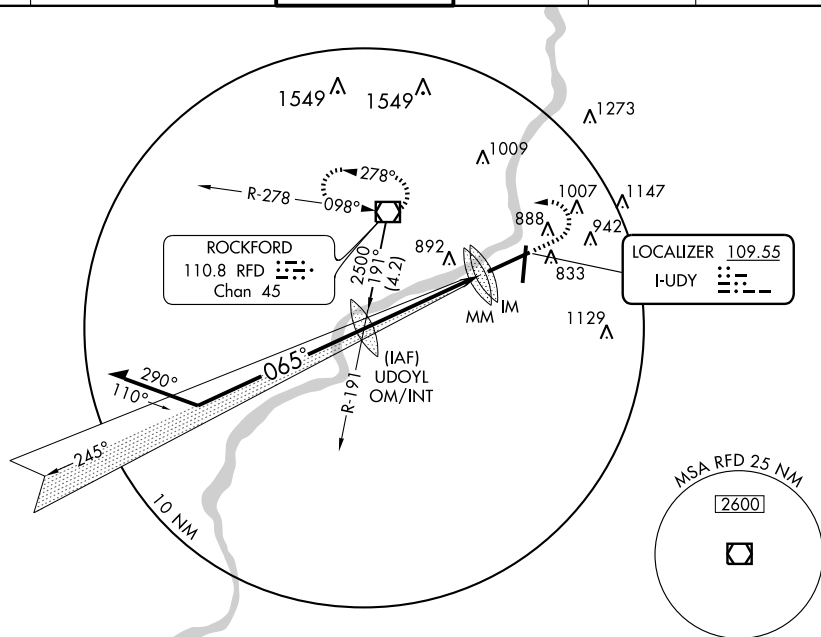
ATIS
127.6

ROCKFORD APP CON
121.0 327.0

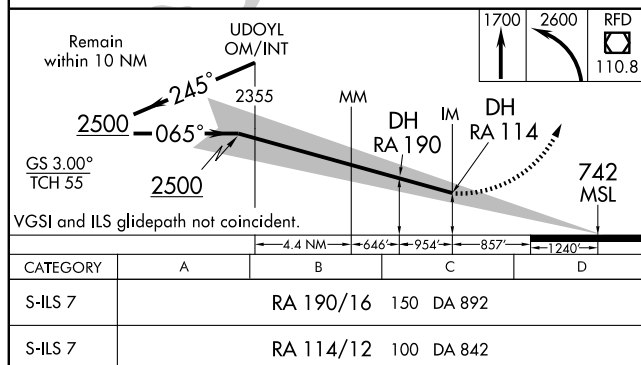
118.3 239.0

GND CON
121.9 239.0

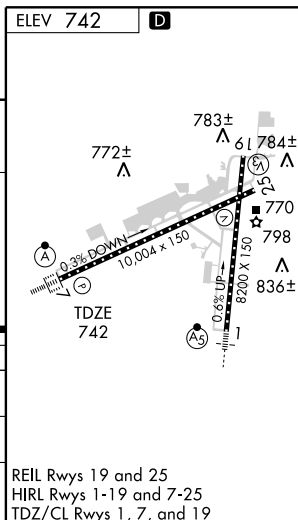
CLNC DE
119.25

UNICOM
122.95

EC-3. 23 SEP 2010 to 21 OCT 2010



CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



CHICAGO/ROCKFORD, ILLINOIS
Amdt 1B 10154

42°12'N - 89°06'W

CHICAGO/ ROCKFORD INTL (RFD)

ILS RWY 7 (CAT II)

LOC I-UDY	APP CRS	Rwy Idg	10004
109.55	065°	TDZE	742
		Apt Elev	742

ILS RWY 7 (CAT III)

CHICAGO/ROCKFORD INTL (RFD)

ASR



MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct RFD VOR/DME and hold.

ATIS
127.6

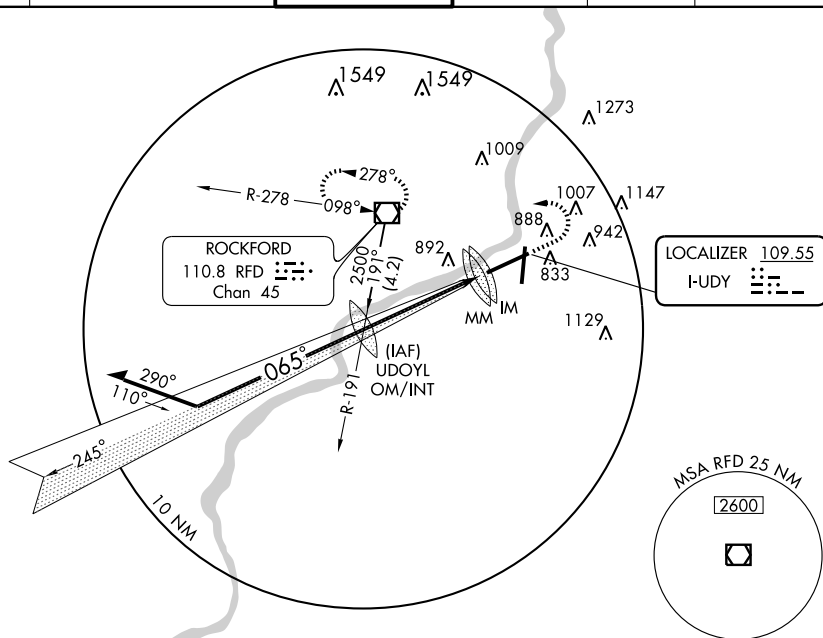
ROCKFORD APP CON
121.0 327.0

ROCKFORD TOWER
118.3 239.0

GND CON
121.9 239.0

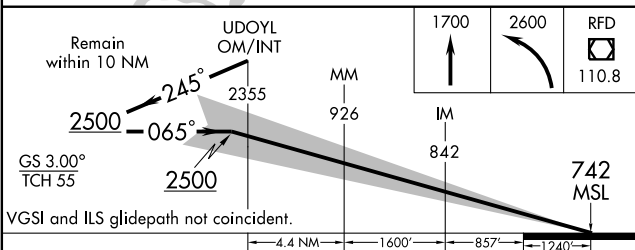
CLNC DEL
119.25

UNICOM
122.95



ELEV 742

D



CATEGORY	A	B	C	D
S-ILS 7			CAT IIIa RVR 07	
S-ILS 7			CAT IIIb RVR 06	
S-ILS 7			CAT IIIc NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1, 7, and 19

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOC/DME I-RFD 109.3 Chan 30	APP CRS 185°	Rwy Idg TDZE 736 Apt Elev 742	8099
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LOC BC RWY 19

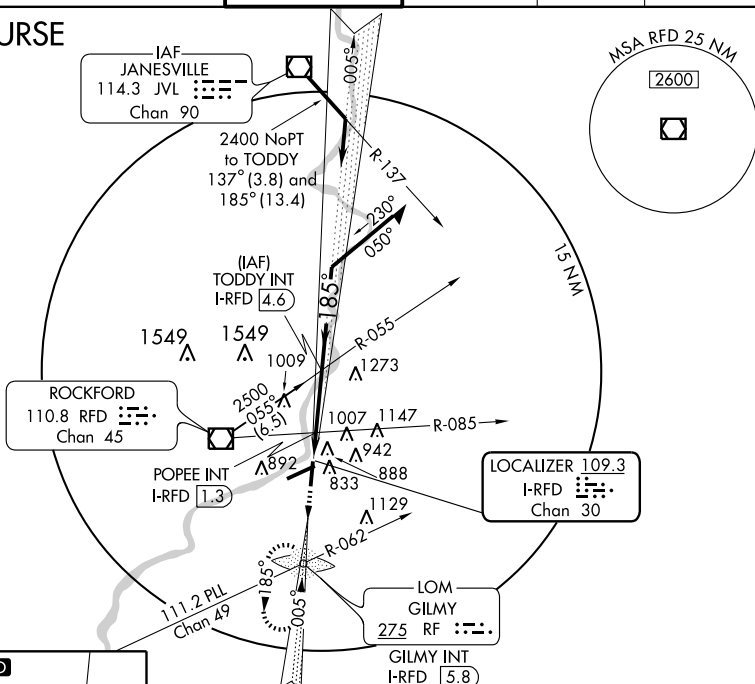
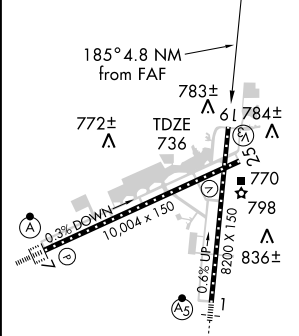
CHICAGO/ROCKFORD INTL (RFD)

ASR

MISSED APPROACH: Climb to 2500 via I-RFD LOC S course to GILMY LOM/Int/I-RFD 5.8 DME and hold.

ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95
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BACK COURSE

ELEV 742 **D**

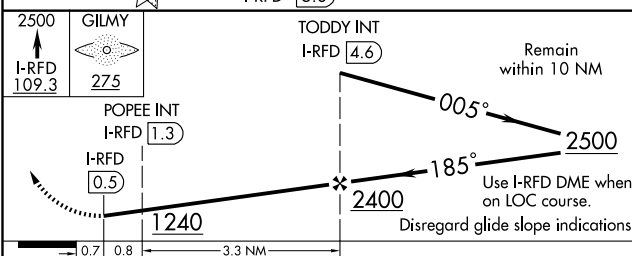
REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1, 7, and 19

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CHICAGO/ROCKFORD, ILLINOIS

Amdt 15B 101154



CATEGORY	A	B	C	D
S-19	1240-1	504 (500-1)	1240-1½	504 (500-1½)
CIRCLING	1240-1	504 (600-1)	1240-1½	1320-2
			504 (600-1½)	584 (600-2)
POPEE INT/DME MINIMUMS				
S-19	1140-1	404 (400-1)	1140-1¼	404 (400-1¼)
CIRCLING	1220-1	1240-1	1240-1½	1320-2
	484 (500-1)	504 (600-1)	504 (600-1½)	584 (600-2)



CHICAGO/ROCKFORD INTL (RFD)

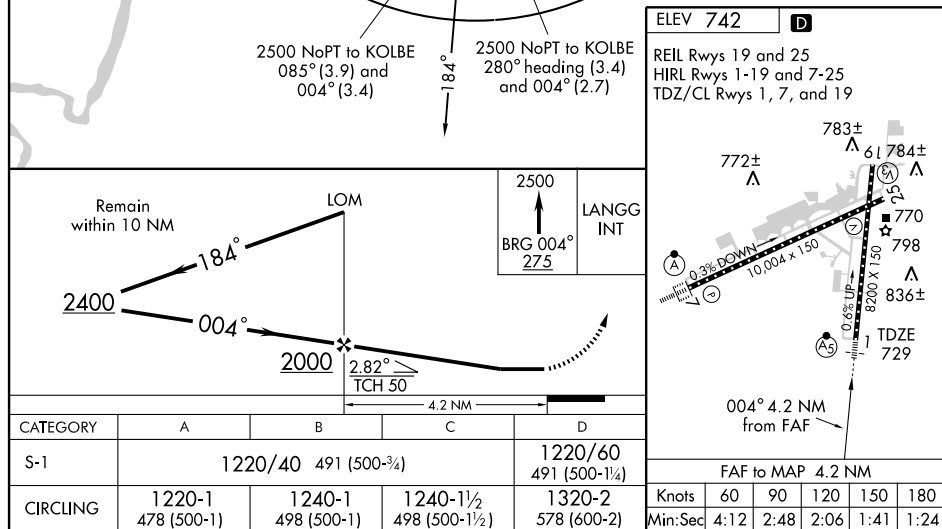
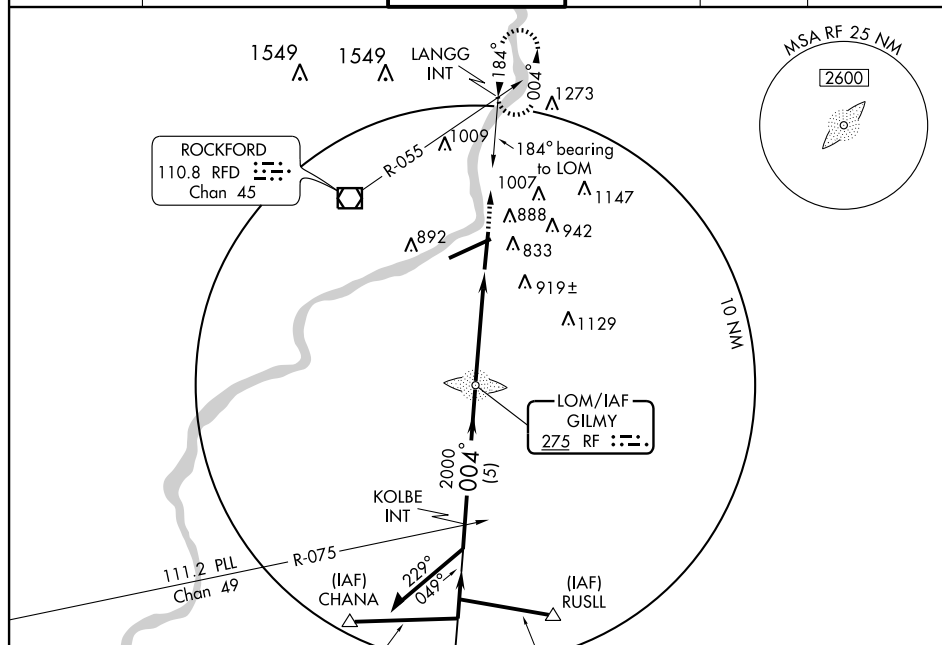
LOC BC RWY 19

42° 12'N - 89° 06'W

LOM RF <u>275</u>	APP CRS 004°	Rwy Idg 8199 TDZE 729 Apt Elev 742
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NDB RWY 1
CHICAGO/ROCKFORD INTL (RFD)

 NA ASR		 MALSR		MISSED APPROACH: Climb to 2500 via 004° bearing from RF LOM to LANGG Int and hold.	
ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95



CHICAGO/ROCKFORD, ILLINOIS

Amdt 25D 10154

CHICAGO/ROCKFORD INTL(RFD)

NDB RWY 1

42°12'N - 89°06'W

EC-3. 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS **005°**
Rwy ldg **8199**
TDZE **729**
Apt Elev **742**

RNAV (GPS) RWY 1

CHICAGO/ROCKFORD INTL (R.F.D)

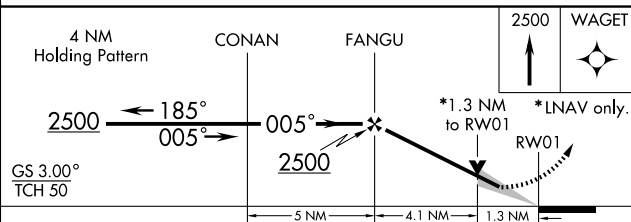
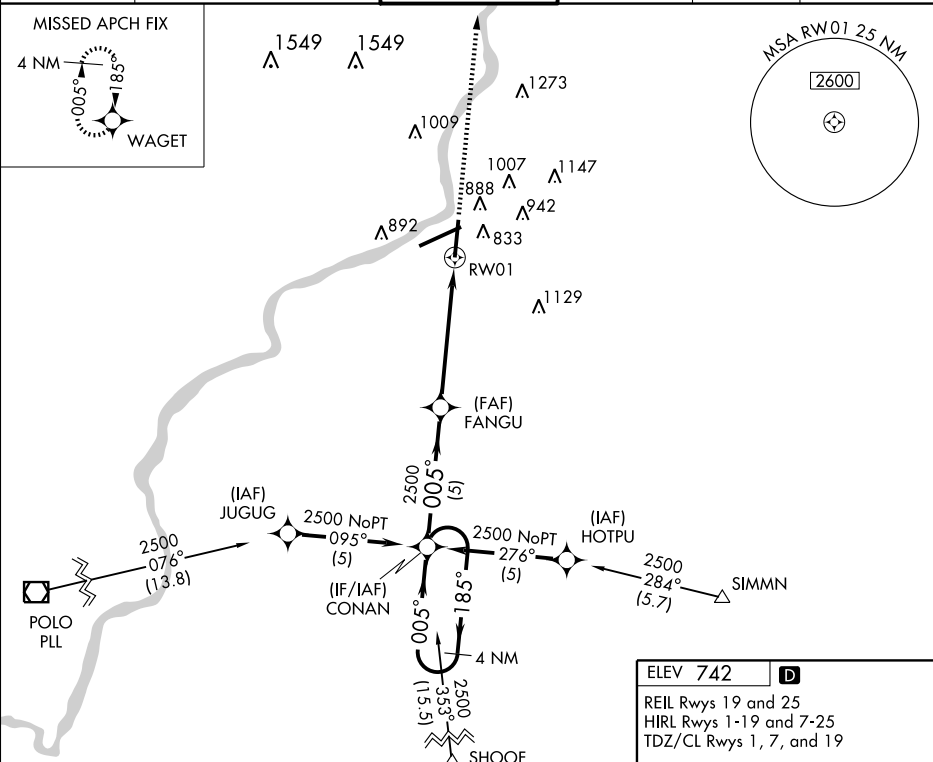
▲ NA
ASR

Baro-VNAV NA below -16° C (3° F)
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

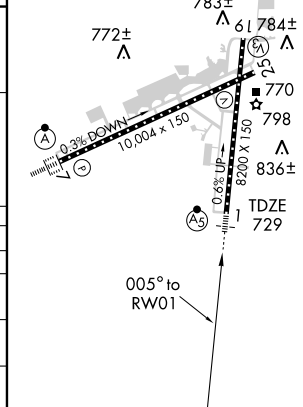
MALSR
AS

MISSED APPROACH: Climb to 2500
direct WAGET WP and hold.

ATIS	ROCKFORD APP CON	ROCKFORD TOWER	GND CON	CLNC DEL	UNICOM
127.6	121.0 327.0	118.3 239.0	121.9 239.0	119.25	122.95



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1080/40 351 (400-¾)			
LNAV MDA	1180/24 451 (500-½)			1180/50 451 (500-1)
CIRCLING	1220-1¼ 478 (500-1¼)	1240-1¼ 498 (500-1¼)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

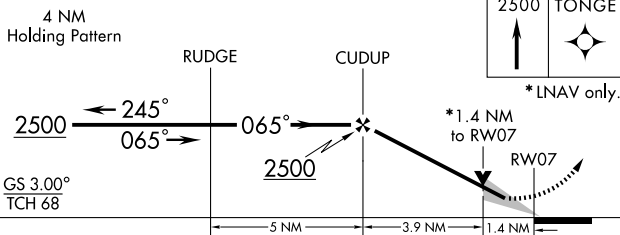
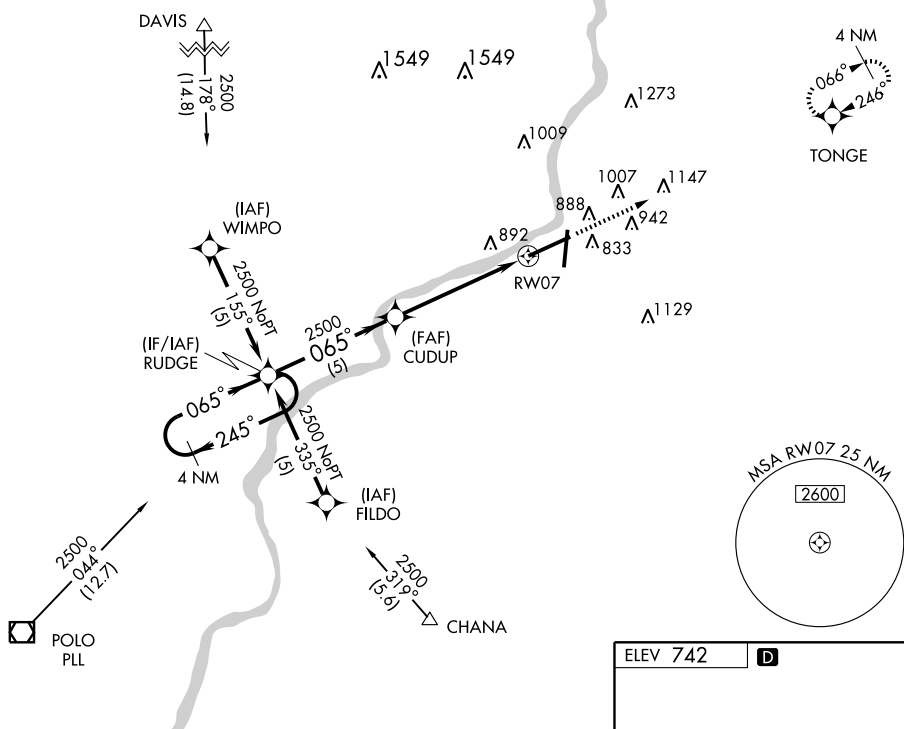


APP CRS **065°**
Rwy Idg **10004**
TDZE **742**
Apt Elev **742**

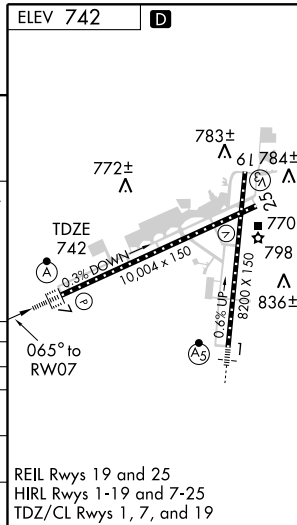
RNAV (GPS) RWY 7

CHICAGO/ROCKFORD INTL (RFD)

NA ASR	Baro-VNAV NA below -16°C (3°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.		ALSF-2 	MISSED APPROACH: Climb to 2500 direct TONGE WP and hold.		
	ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1140/40 398 (400-¾)			
LNAV MDA	1240/24 498 (500-½)	1240/40 498 (500-¾)	1240/50 498 (500-1)	
CIRCLING	1240-1¼ 498 (500-1¼)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)	



APP CRS **185°**
Rwy Idg **8099**
TDZE **736**
Apt Elev **742**

RNAV (GPS) Y RWY 19

CHICAGO/ROCKFORD INTL (RFD)

▲ NA
ASR

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2500
direct CONAN WP and hold.

ATIS
127.6

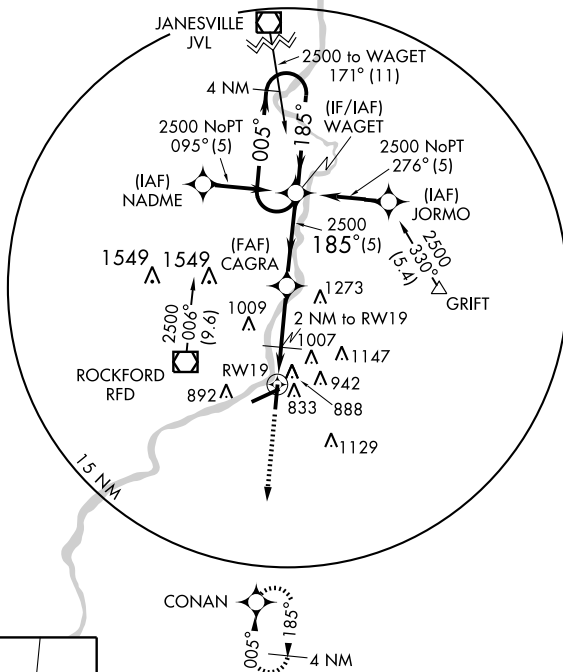
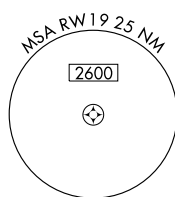
ROCKFORD APP CON
121.0 327.0

ROCKFORD TOWER
118.3 239.0

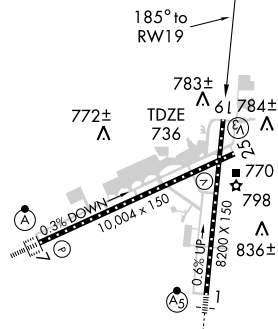
GND CON
121.9 239.0

CLNC DEL
119.25

UNICOM
122.95

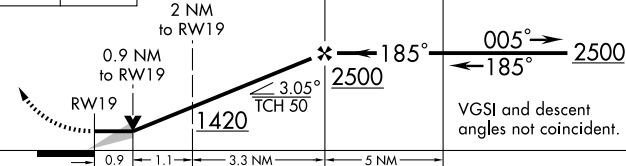
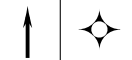


ELEV 742



REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1, 7, and 19

2500 CONAN



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1080-1 344 (400-1)			1080-1½ 344 (400-1½)
CIRCLING	1220-1 478 (500-1)	1240-1 498 (500-1)	1240-1½ 498 (500-1½)	1320-2 578 (600-2)

APP CRS 246°	Rwy Idg 10004 TDZE 735 Apt Elev 742
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RNAV (GPS) Y RWY 25
CHICAGO/ROCKFORD INTL (RFD)

ANA
ASR

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

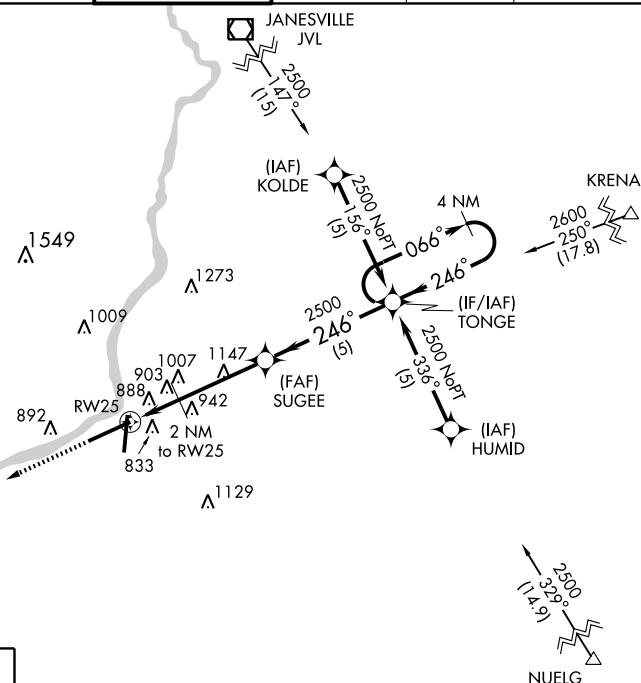
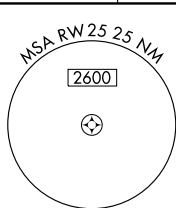
MISSED APPROACH: Climb to 2500
direct RUDGE WP and hold.

ATIS
127.6

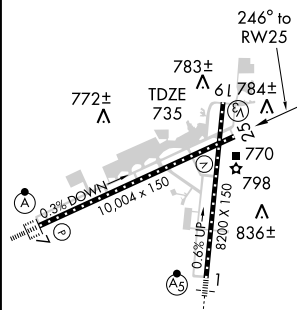
ROCKFORD APP CON
121.0 327.0

ROCKFORD TOW
118.3 239.0

GND CON
121.9 239.0

CLNC DEL
119.25UNICOM
122.95

ELEV 742



REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1, 7, and 19

CHICAGO/ROCKFORD, ILLINOIS
Orig-A 10154

42°12'N - 89°06'W

CHICAGO/ROCKFORD INTL (RFD)
RNAV (GPS) Y RWY 25

EC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS **185°**
Rwy Idg **8099**
TDZE **736**
Apt Elev **742**

RNAV (GPS) Z RWY 19

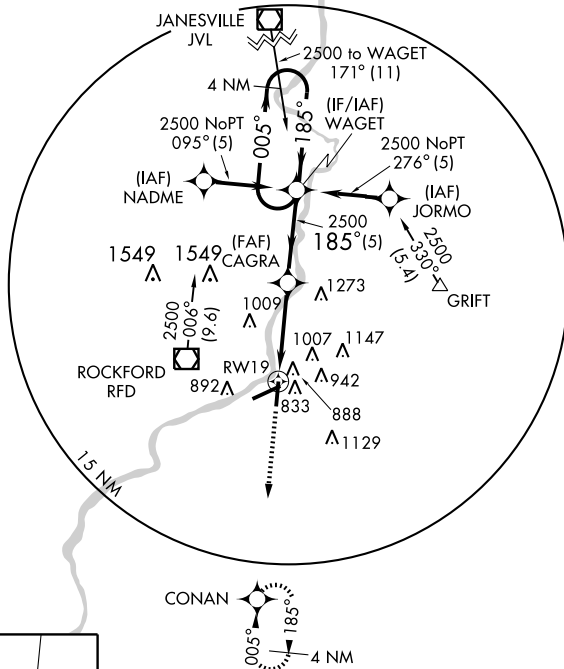
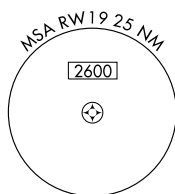
CHICAGO/ROCKFORD INTL (RFD)

NA
ASR

Baro-VNAV NA below -16°C (3°F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500
direct CONAN WP and hold.

ATIS 127.6	ROCKFORD APP CON 121.0 327.0	ROCKFORD TOWER 118.3 239.0	GND CON 121.9 239.0	CLNC DEL 119.25	UNICOM 122.95
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ELEV 742




REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1, 7, and 19

2500	CONAN	4 NM Holding Pattern			
*LNAV only.					
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	1060-1 324 (400-1)				
LNAV MDA	1300-1	564 (600-1)	1300-1½ 564 (600-1½)	1300-1¾ 564 (600-1¾)	
CIRCLING	1300-1	558 (600-1)	1300-1½ 558 (600-1½)	1320-2 578 (600-2)	

APP CRS 246°	Rwy Idg 10004 TDZE 735 Apt Elev 742
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RNAV (GPS) Z RWY 25
CHICAGO/ROCKFORD INTL (RFD)

 NA ASR	Baro-VNAV NA below -16° C (3° F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
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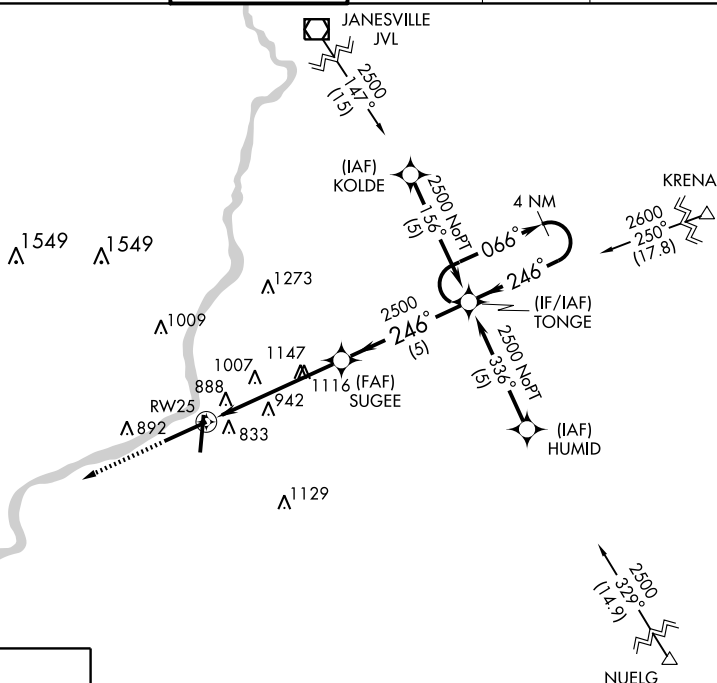
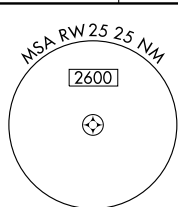
MISSED APPROACH: Climb to 2500
direct RUDGE WP and hold.

ATIS
127.6

ROCKFORD APP CON
121.0 327.0

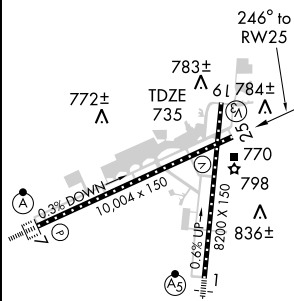
ROCKFORD TOWNSHIP

GND CON
121.9 239.0

CLNC DEL
119.25UNICOM
122.95

ELEV 742

D



REIL Rwy 19 and 25
HIRL Rwy 1-19 and 7-25
TDZ/CL Rwy 1, 7, and 19

CHICAGO/ROCKFORD, ILLINOIS
Orig-A 10154

42°12'N - 89°06'W

CHICAGO/ROCKFORD INTL (RFD)
RNAV (GPS) Z RWY 25

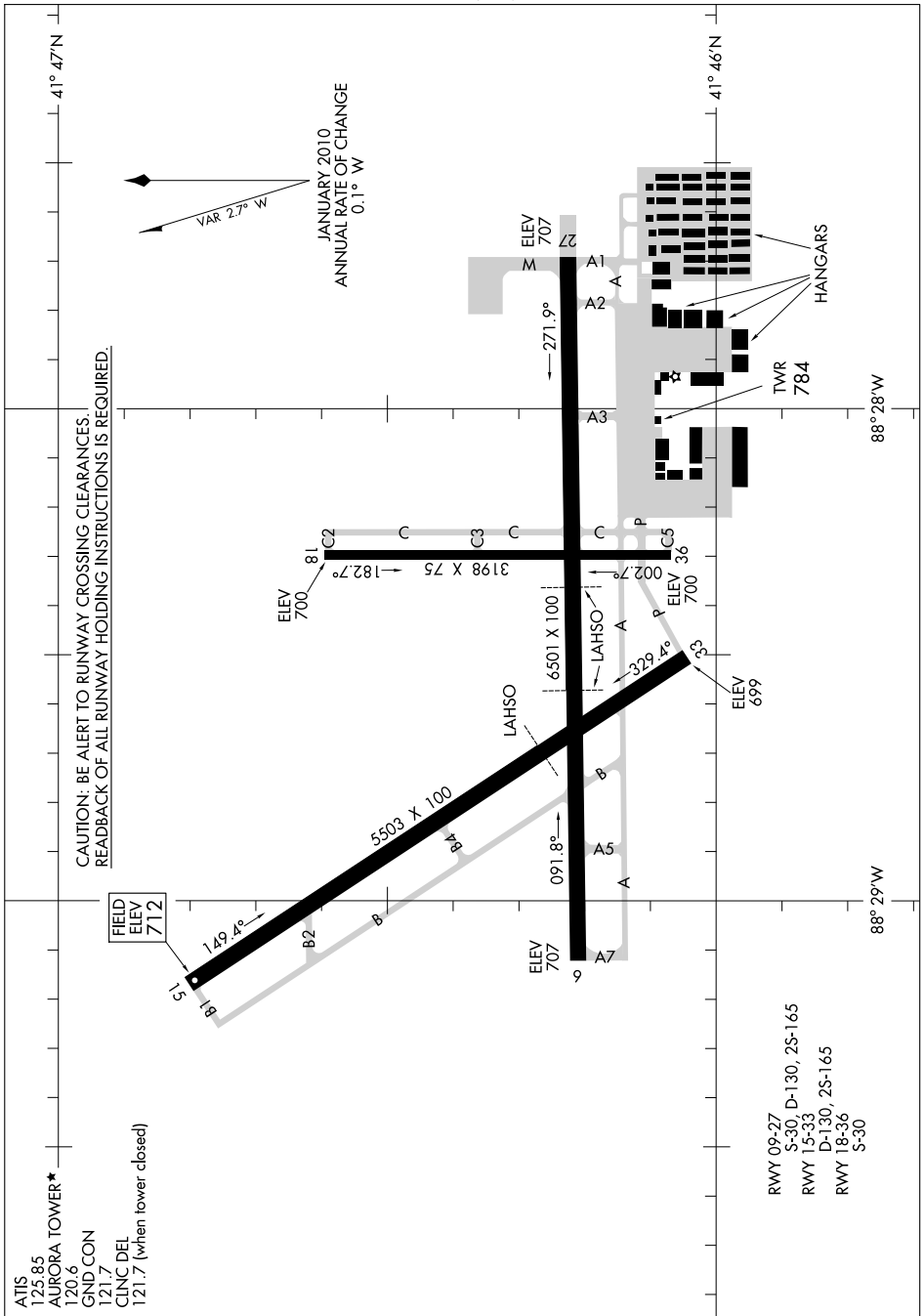
EC-3. 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

AL-5103 (FAA)

CHICAGO/AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS

EC-3, 23 SEP 2010 to 21 OCT 2010



EC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

CHICAGO/AURORA, ILLINOIS
CHICAGO/AURORA MUNI (ARR)

LANSING MUNI (IGQ) 21 S UTC-6(-5DT) N41°32.10' W87°31.77'

620 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1620(1000) NOTAM FILE IGQ

RWY 18-36: H4002X75 (ASPH-PFC) S-24 MIRL

RWY 18: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tower.

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

RWY 09-27: H3395X75 (ASPH-PFC) S-12.5 MIRL

RWY 09: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tree.

RWY 27: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Tower.

AIRPORT REMARKS: Attended 1300-0100Z. Birds on and invof arpt. All pattern flying in noise sensitive area. 146' Twr 4325' from Rwy 27 665' rgt of extended centerline. Rwy 09 thld was relocated; Dsplcd thld is now twy. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27, REIL Rwy 09, Rwy 18, Rwy 27 and Rwy 36 and twy lgts-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (708) 895-9526. Visibility unreliable.

COMMUNICATIONS: CTAF/UNICOM 122.7

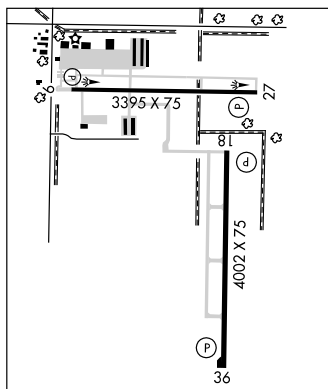
CHICAGO HEIGHTS RCO 122.1R 114.2T (KANKAKEE RADIO).

Ⓡ CHICAGO APP/DEP CON 118.4

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

CHICAGO HEIGHTS (L) VORTAC 114.2 CGT Chan 89 N41°30.60' W87°34.29' 050° 2.4 NM to fld. 634/2E.

ILS/DME 109.15 I-XJX Chan 28(Y) Rwy 36. LOC only.



CHICAGO/AURORA

AURORA MUNI (ARR) 38 W UTC-6(-5DT) N41°46.32' W88°28.54'

712 B S4 FUEL 100, JET A1 OX 1, 2, 3, 4 NOTAM FILE ARR

RWY 09-27: H6501X100 (CONC-GRVD) S-30, D-130, 2S-165 HIRL

RWY 09: MALSR. PAPI(P4L)-GA 3.0° TCH 45'. Tree.

RWY 27: REIL. VASI(V4L)-GA 3.0° TCH 42'.

RWY 15-33: H5503X100 (CONC-GRVD) D-130, 2S-165 HIRL

RWY 15: REIL. PAPI(P4L)-GA 3.0° TCH 34'. Tree.

RWY 33: MALSR. REIL. PAPI(P4L)-GA 3.0° TCH 48'. Tree.

RWY 18-36: H3198X75 (ASPH) S-30 MIRL

RWY 18: REIL. VASI(V4L)-GA 3.0° TCH 30'. Pole.

RWY 36: REIL. VASI(V4L)-GA 3.0° TCH 34'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DISC AVBL
RWY 09	18-36	3450
RWY 15	09-27	3900
RWY 27	15-33	4000

AIRPORT REMARKS: Attended Mon-Sat 1100-0600Z, Sun 1300-0400Z. Rwy 18-36 sfc several large cracks and vegetative growth. Twy M1 closed indef. When twr clsd HIRL Rwy 15-33 and Rwy 09-27 and MIRL Rwy 18-36 preset low ints: to increase ints and ACTIVATE MALSR Rwy 09, Rwy 33, REIL Rwy 18, Rwy 36, Rwy 15, Rwy 33, and Rwy 27, and twy lgts-CTAF.

WEATHER DATA SOURCES: ASOS 125.85 (630) 466-4024. LAWRS.

COMMUNICATIONS: CTAF 120.6 ATIS 125.85

UNICOM 123.5 122.95

JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

JOLIET RCO 122.5 (KANKAKEE RADIO)

Ⓡ CHICAGO APP/DEP CON 133.5 CLNC DEL 121.7 (When twr clsd)

TOWER 120.6 (1300-0300Z) GND CON 121.7

AIRSPACE: CLASS D svc 1300-0300Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

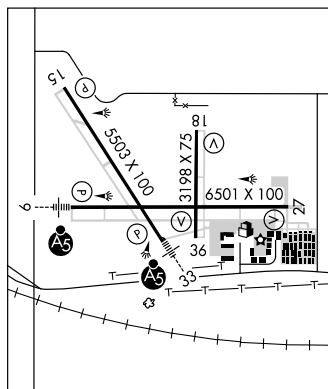
DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42' W88°21.01' 216° 9.1 NM to fld. 838/2E.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78' W88°19.10' 330° 15.3 NM to fld. 592/2E.

ILS 108.9 I-ARR Rwy 09.

ILS/DME 115.15 I-ROF Chan 48(Y) Rwy 33.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



LOC I-ARR 108.9	APP CRS 090°	Rwy Idg TDZE Apt Elev	6501 706 712
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ILS or LOC RWY 9

CHICAGO/AURORA MUNI (ARR)



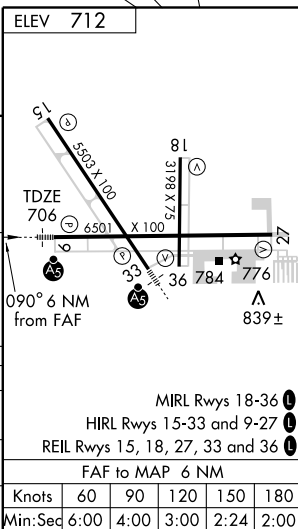
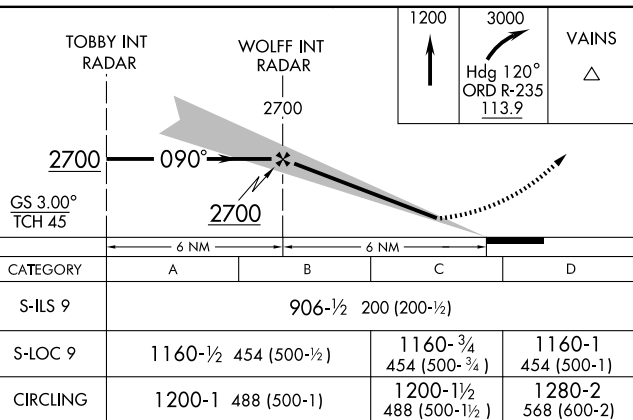
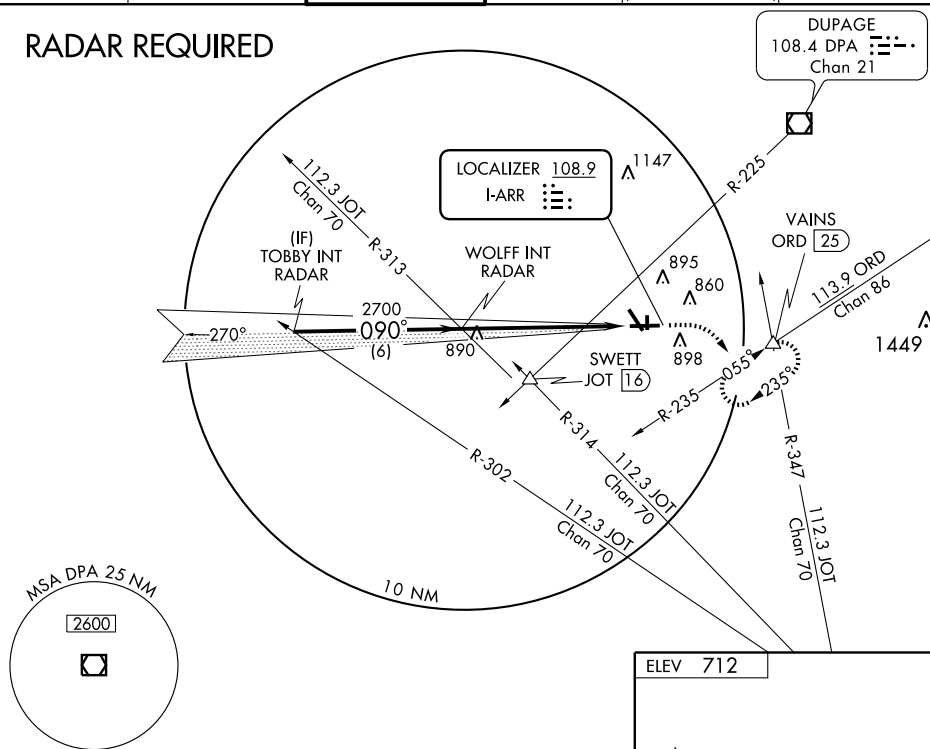
If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DA/MDAs 80 feet.



MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via heading 120° and ORD R-235 to VAINS Int/25 DME and hold, continue climb-in-hold to 3000.

ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER ★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5
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RADAR REQUIRED



LOC/DME I-ROF
111.15
Chan **48 (Y)**

APP CRS
328°

Rwy Idg **5503**
TDZE **706**
Apt Elev **712**

ILS or LOC RWY 33

CHICAGO/AURORA MUNI (ARR)

For inoperative MALSR, increase S-LOC 33 Cats A/B visibility to 1 mile, and EPABE fix minimums S-LOC 33 Cats A/B/C visibility to 1 mile. Visibility reduction by helicopters NA. VDP NA when using Chicago O'Hare Intl altimeter setting. If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DAs 72 feet/MDAs 80 feet.



MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 via heading 120° and via JOT VORTAC R-347 to VAINS INT/13 DME and hold, continue climb-in-hold to 3000.

ATIS
125.85

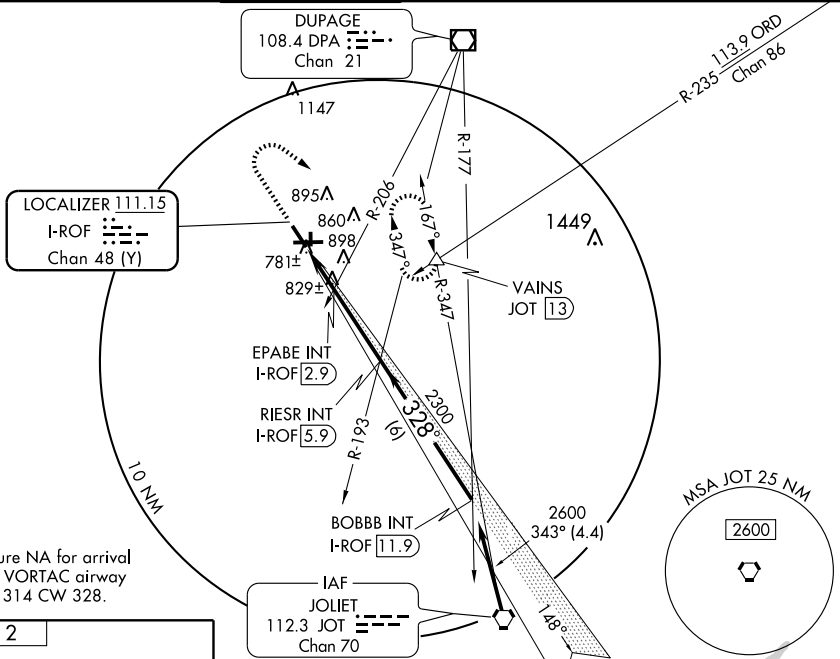
CHICAGO APP CON
133.5 349.0

AURORA TOWER★
120.6 (CTAF) 0

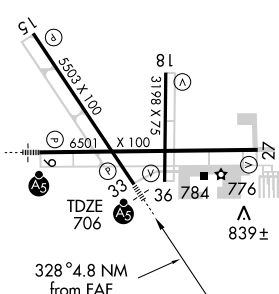
GND CON
121.7

CLNC DEL
121.7
(When tower closed)

UNICOM
122.95 123.5



ELEV 712



HIRL Rwy 15-33 and 9-27
MIRL Rwy 18-36
REIL Rwy 15, 18, 27, 33 and 36

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CHICAGO/AURORA, ILLINOIS

Orig 10098

1400	3000	VAINS	VGSI and ILS glidepath not coincident.				VORTAC
↑	Hdg 120° JOT R-347 112.3	△	*LOC Only				Procedure Turn NA
		EPABE INT I-ROF 2.9	RIESR INT I-ROF 5.9	BOBBB INT I-ROF 11.9			
		I-ROF 1.1	I-ROF 2.2	328°	343°	2600	2600
		*1320		2300			GS 3.00° TCH 48
		1.1	0.7 NM	3 NM	6 NM	4.4 NM	
CATEGORY	A		B	C		D	
S-ILS 33			956-3/4		250 (300-3/4)		
S-LOC 33	1320-3/4		614 (700-3/4)	1320-1 1/4 614 (700-1 1/4)		1320-1 1/2 614 (700 1 1/2)	
CIRCLING	1320-1		608 (700-1)	1320-1 3/4 608 (700-1 3/4)		1320-2 608 (700-2)	
EPABE FIX MINIMUMS							
S-LOC 33			1080-3/4		374 (400-3/4)		
CIRCLING	1200-1		488 (500-1)	1200-1 1/2 488 (500-1 1/2)		1280-2 568 (600-2)	

CHICAGO/AURORA MUNI (ARR)

ILS or LOC RWY 33

41°46'N - 88°28'W

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

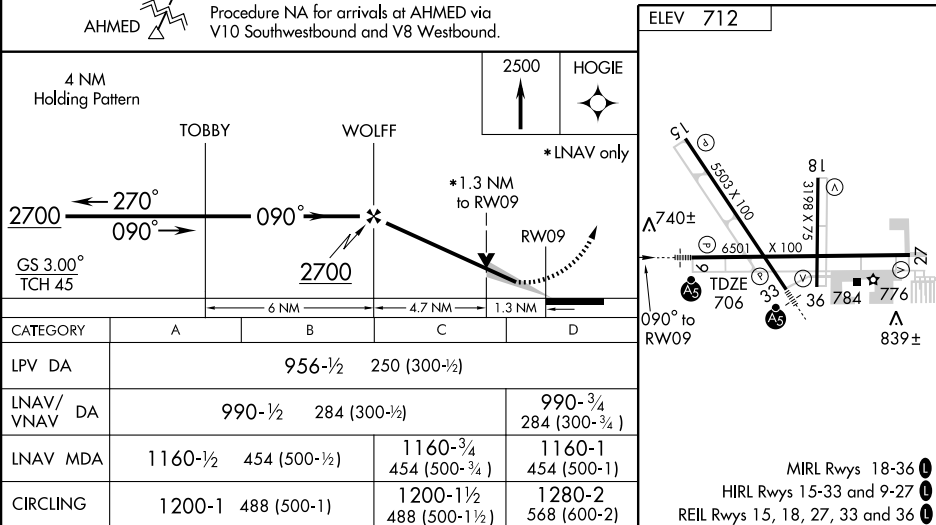
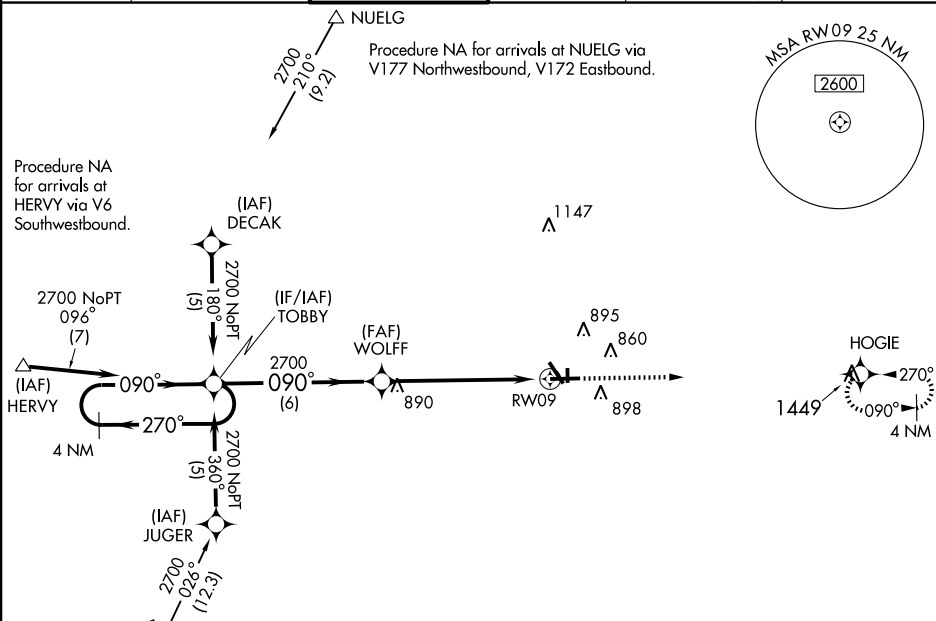
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

WAAS CH 45522 W09A	APP CRS 090°	Rwy Idg TDZE Apt Elev	6501 706 712
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RNAV (GPS) RWY 9

CHICAGO/AURORA MUNI (ARR)

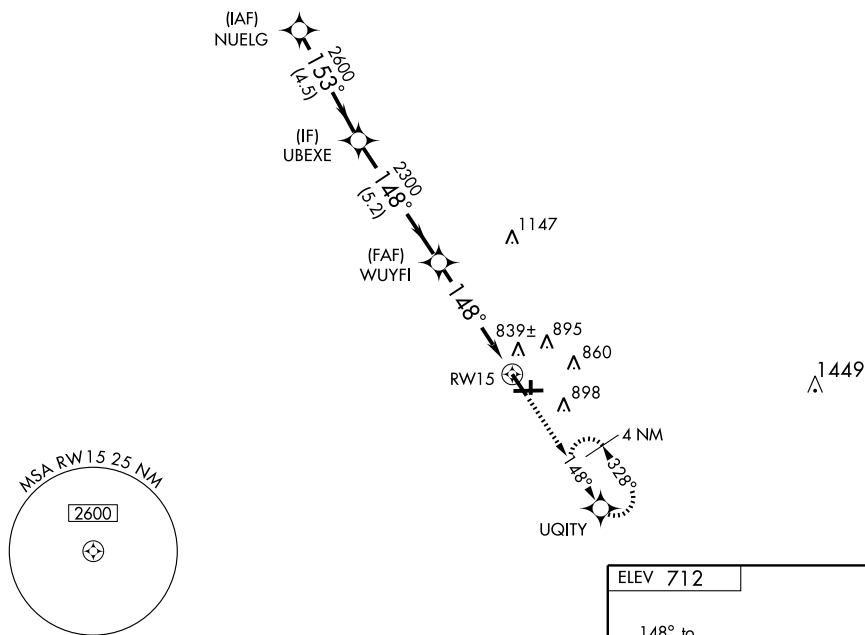
<div><div>▼</div><div>▲</div></div>	Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to 3/4 all Cats, and increase LNAV/VNAV Cat. D visibility to 1. If local altimeter setting not received, use Chicago O'Hare Intl. altimeter setting and increase all DA/MDAs 80 feet. Baro-VNAV and VDP NA when using Chicago O'Hare Intl altimeter setting.			<div>MALSR</div> <div><div>A5</div><div>+</div><div>+</div><div>+</div><div>+</div></div>	MISSED APPROACH: Climb to 2500 direct HOGIE and hold.
	ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF) 0	GND CON 121.7	CLNC DEL 121.7 (When tower closed)



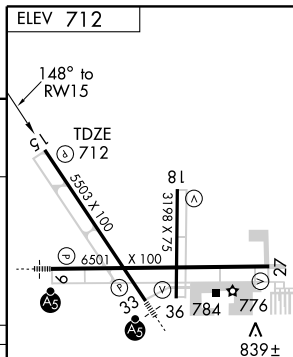
RNAV (GPS) RWY 15

CHICAGO/AURORA MUNI (ARR)

<div> <div></div> <div>NA</div> </div>	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).		MISSED APPROACH: Climb to 3000 direct UGITY WP and hold.	
	ATIS 125.85	CHICAGO APP CON 133.5 349.0	AURORA TOWER★ 120.6 (CTAF)	GND CON 121.7
			CLNC DEL 121.7 (When tower closed)	UNICOM 122.95 123.5



Procedure Turn NA		3000		UGITY
NUELG		UBEXE		
2600		2600		
GS 3.00° TCH 45		WUYFI		
153°		148°		
4.5 NM		5.2 NM		
3.5 NM		1.3 NM		
CATEGORY		A		
GLS PA DA		NA		
LNAV/VNAV DA		1100-1¼ 388 (400-1¼)		
LNAV MDA		1180-1 468 (500-1)		
CIRCLING		1200-1¼ 488 (500-1¼)		
		1180-1¼ 468 (500-1¼)		
		1200-1½ 488 (500-1½)		
		1180-1½ 468 (500-1½)		
		1280-2 568 (600-2)		



CHICAGO/AURORA, ILLINOIS

Orig 10098

41°46'N - 88°28'W

CHICAGO/AURORA MUNI (ARR)

RNAV (GPS) RWY 15

APP CRS	Rwy Idg	6501
270°	TDZE	706
	Apt Elev	712

RNAV (GPS) RWY 27

CHICAGO/AURORA MUNI (ARR)

Baro-VNAV NA below -16°C (4°F).
GPS or RNP -0.3 Required, DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2700
direct TOBBY WP and hold.

ATIS
125.85

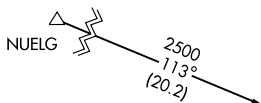
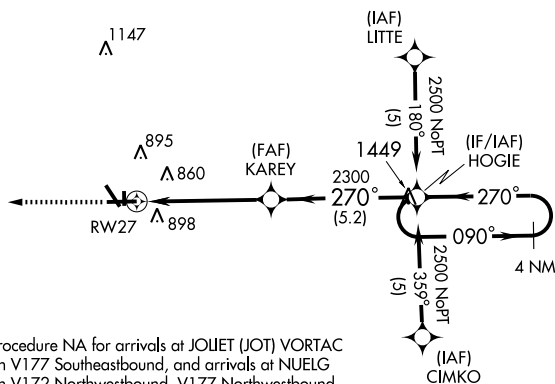
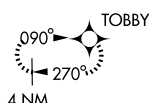
CHICAGO APP CON
133.5 349.0

AURORA TOWER★
120.6 (CTAF) **L**

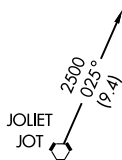
GND CON
121.7

CLNC DEL
121.7
(When tower closed)

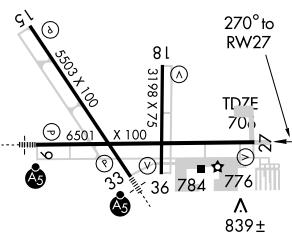
UNICOM
122.95 123.5



¹¹⁴⁷Δ

Procedure NA for arrivals at JOLIET (JOT) VORTAC on V177 Southeastbound, and arrivals at NUELG on V172 Northwestbound, V177 Northwestbound.

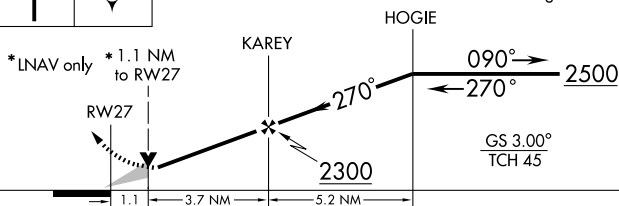


ELEV 712



2700	TOBBY
	

4 NM
Holding Pattern



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1160-1½ 454 (500-1½)			
LNAV MDA	1100-1 394 (400-1)			1100-1¼ 394 (400-1¼)
CIRCLING	1200-1½ 488 (500-1½)			1280-2 568 (600-2)

MIRL Rwys 18-36 **L**
HIRL Rwys 15-33 and 9-27 **L**
REIL Rwys 15, 18, 27, 33 and 36 **L**

CHICAGO/AURORA, ILLINOIS
Orig 10098

41° 46'N-88° 28'W

CHICAGO/AURORA MUNI (ARR)
RNAV (GPS) RWY 27

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 49105 W33A	APP CRS 328°	Rwy Idg TDZE Apt Elev	5503 706 712
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RNAV (GPS) RWY 33

CHICAGO/AURORA MUNI (ARR)

DME/DME RNP-0.3 NA. Baro-VNAV NA when using Chicago O'Hare Intl altimeter setting.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reduction by helicopters NA. VDP NA when using Chicago O'Hare Intl altimeter setting. If local altimeter setting not received, use Chicago O'Hare Intl altimeter setting and increase all DAs 72 feet/MDAs 80 feet. For inoperative MALS, increase LPV visibility to 1 mile all Cats, LNAV Cats A/B visibility to 1 mile.

MALSR



MISSED APPROACH:
Climb to 3000 direct
UCORO and hold,
continue climb-in-hold
to 3000.

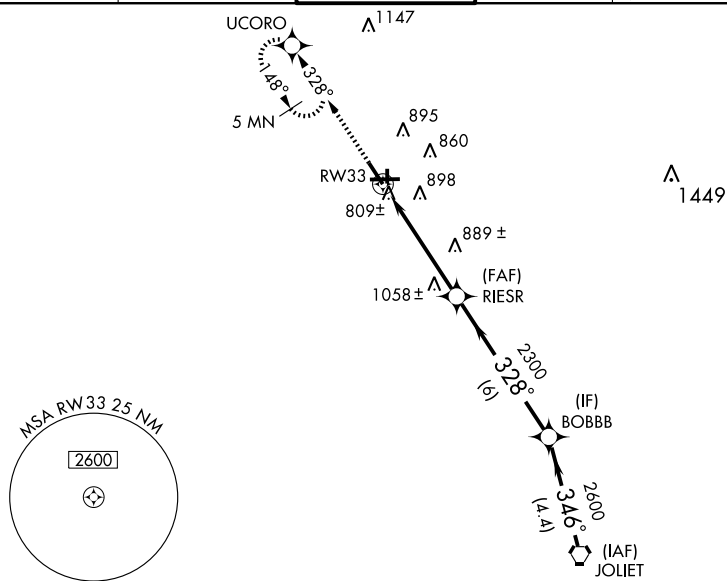
 ATIS
125.85

 CHICAGO APP CON
133.5 349.0

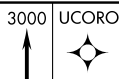
 AURORA TOWER ★
120.6 (CTAF) 0

 GND CON
121.7

 CLNC DEL
121.7
(When tower closed)

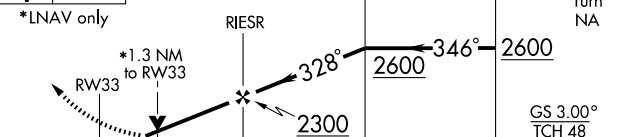
 UNICOM
122.95 123.5


ELEV 712

 Procedure NA for arrival on JOT VORTAC
 airway radials 314 CW 328.


VGSI and RNAV glidepath not coincident.

*LNAV only



CATEGORY	A	B	C	D
LPV DA	1042-¾		336 (400-¾)	
LNAV/VNAV DA	1194-1¼		488 (500-1¼)	
LNAV MDA	1140-¾		434 (500-¾)	1140-1 434 (500-1)
CIRCLING	1200-1	488 (500-1)	1200-1½ 488 (500-1½)	1280-2 568 (600-2)

 HIRL Rwy 15-33 and 9-27
 MIRL Rwy 18-36
 REIL Rwy 15, 18, 27, 33 and 36

CHICAGO/AURORA, ILLINOIS

Amdt 1 10098

CHICAGO/AURORA MUNI (ARR)

41°46'N - 88°28'W

RNAV (GPS) RWY 33

VORTAC JOT
112.3
Chan **70**

APP CRS
150°

Rwy Idg **5503**
TDZE **712**
Apt Elev **712**

VOR RWY 15
CHICAGO/AURORA MUNI (ARR)



MISSED APPROACH: Climbing right turn to 3000 via JOT R-314 to SWETT Int and hold.

ATIS
125.85

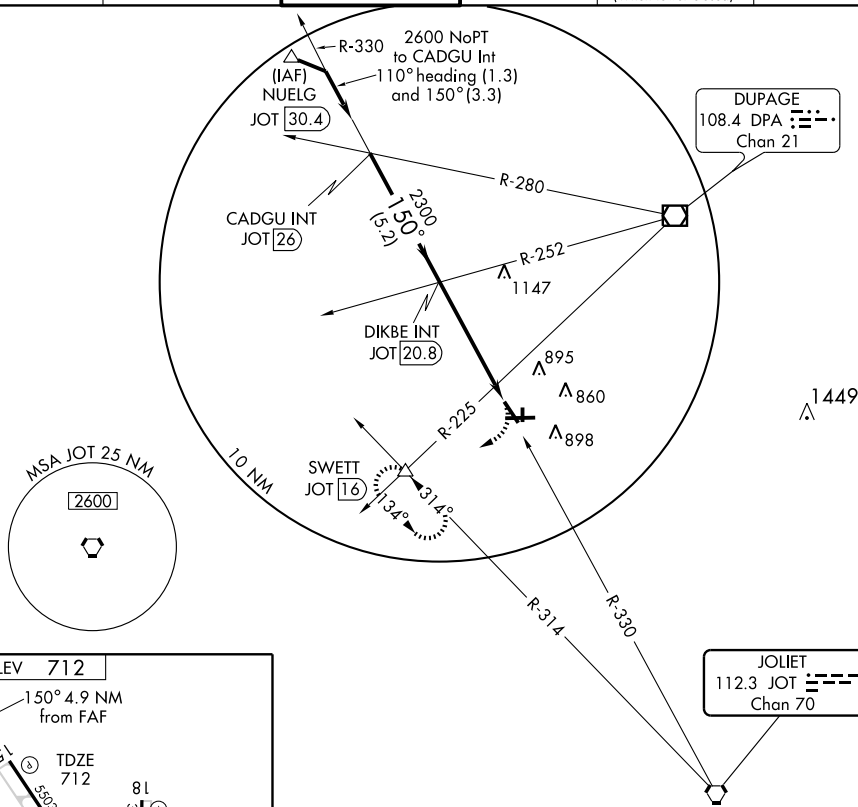
CHICAGO APP CON
133.5 349.0

AURORA TOWER★
120.6 (CTAF) 0

GND CON
121.7

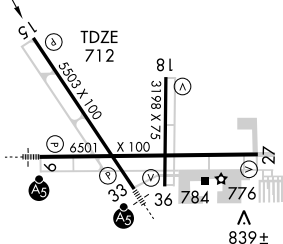
CLNC DEL
121.7
(When tower closed)

UNICOM
122.95 123.5



ELEV **712**

150° 4.9 NM
from FAF



HIRL Rwy 15-33 and 9-27

MIRL Rwy 18-36

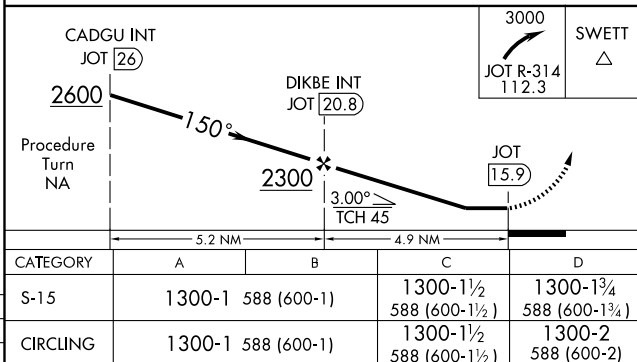
REIL Rwy 15, 18, 27, 33 and 36

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CHICAGO/AURORA, ILLINOIS

Orig-B 10098



CHICAGO/AURORA MUNI (ARR)

VOR RWY 15

41°46'N-88°28'W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

VORTAC JOT
112.3
Chan **70**

APP CRS
330°

Rwy Idg **5503**
TDZE **706**
Apt Elev **712**

VOR RWY 33
CHICAGO/AURORA MUNI (ARR)



MISSED APPROACH: Climbing left turn to 3000 via
DPA R-225 to SWETT Int and hold.

ATIS
125.85

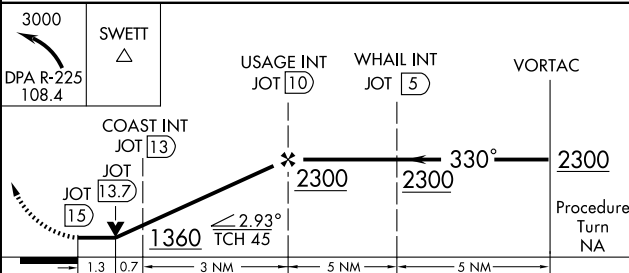
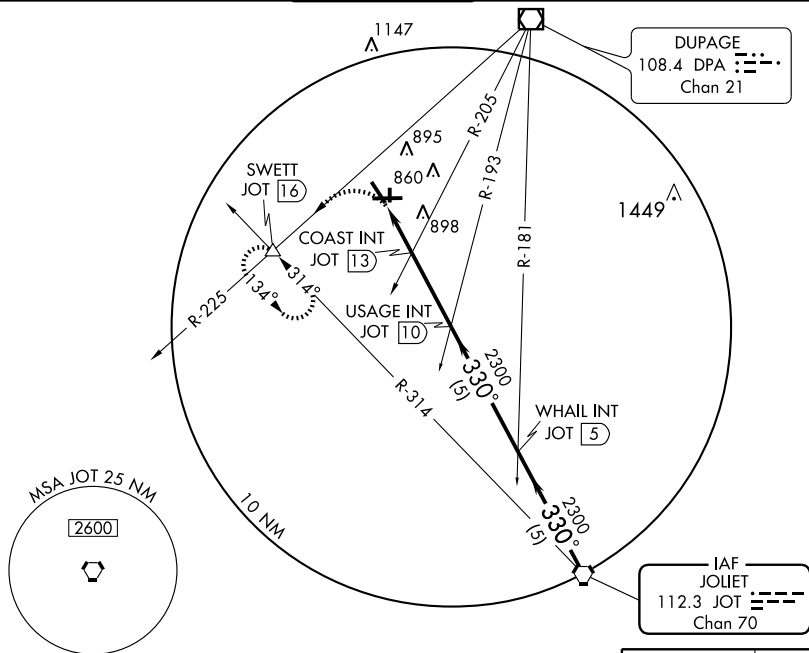
CHICAGO APP CON
133.5 349.0

AURORA TOWER★
120.6 (CTAF)

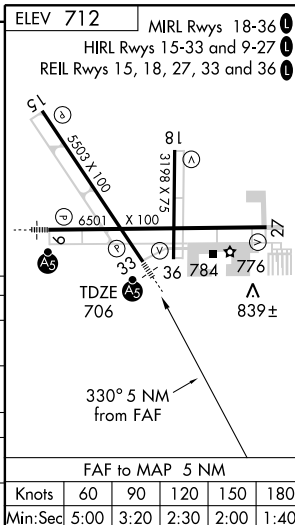
GND CON
121.7

CLNC DEL
121.7
(When tower closed)

UNICOM
122.95 123.5



CATEGORY	A	B	C	D
S-33	1360-1 654 (700-1)		1360-1 $\frac{3}{4}$ 654 (700-1 $\frac{3}{4}$)	1360-2 654 (700-2)
CIRCLING	1360-1 648 (700-1)		1360-1 $\frac{3}{4}$ 648 (700-1 $\frac{3}{4}$)	1360-2 648 (700-2)
COAST FIX MINIMUMS				
S-33	1160-1 454 (500-1)		1160-1 $\frac{1}{4}$ 454 (500-1 $\frac{1}{4}$)	1160-1 $\frac{1}{2}$ 454 (500-1 $\frac{1}{2}$)
CIRCLING	1200-1 488 (500-1)		1200-1 $\frac{1}{2}$ 488 (500-1 $\frac{1}{2}$)	1280-2 568 (600-2)



VORTAC JOT
112.3
Chan **70**

APP CRS
330°

Rwy Idg **3198**
TDZE **702**
Apt Elev **712**

VOR RWY 36
CHICAGO/AURORA MUNI (ARR)

MISSED APPROACH: Climbing left turn to 3000 via
DPA R-225 to SWETT Int and hold.

ATIS
125.85

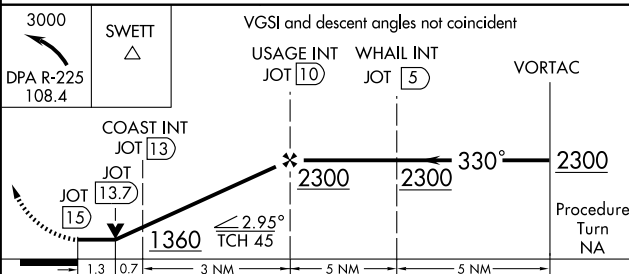
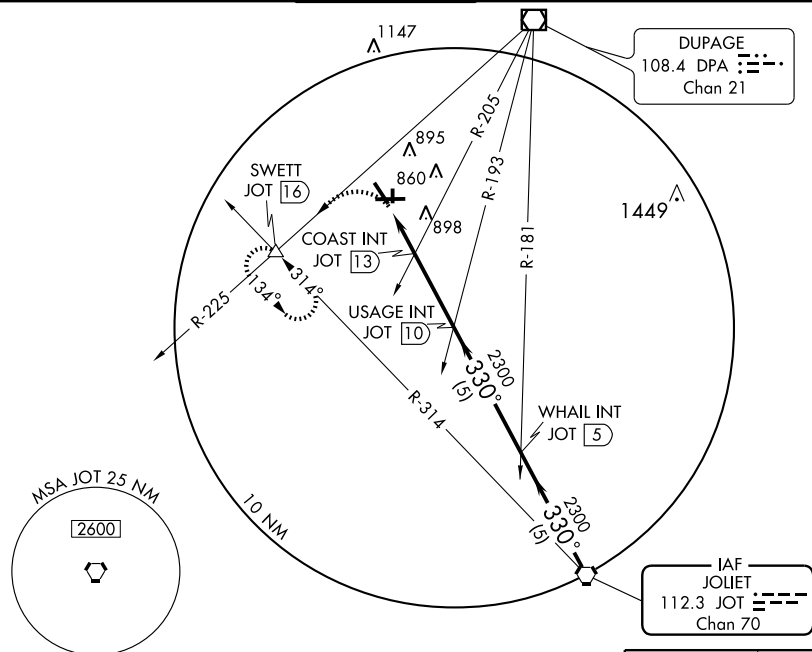
CHICAGO APP CON
133.5 349.0

AURORA TOWER★
120.6 (CTAF) 0

GND CON
121.7

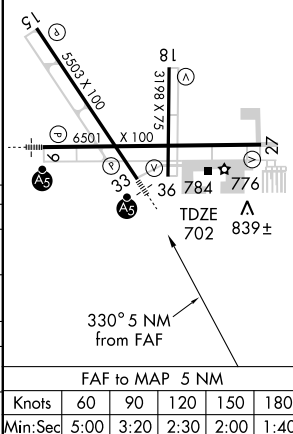
CLNC DEL
121.7
(When tower closed)

UNICOM
122.95 123.5



CATEGORY	A	B	C	D
S-36	1360-1 658 (700-1)		1360-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$)	1360-2 658 (700-2)
CIRCLING	1360-1 648 (700-1)		1360-1 $\frac{3}{4}$ 648 (700-1 $\frac{3}{4}$)	1360-2 648 (700-2)
COAST FIX MINIMUMS				
S-36	1160-1 458 (500-1)		1160-1 $\frac{1}{4}$ 458 (500-1 $\frac{1}{4}$)	1160-1 $\frac{1}{2}$ 458 (500-1 $\frac{1}{2}$)
CIRCLING	1200-1 488 (500-1)		1200-1 $\frac{1}{2}$ 488 (500-1 $\frac{1}{2}$)	1280-2 568 (600-2)

ELEV 712 MRL Rwy 18-36
HIRL Rwy 15-33 and 9-27
REIL Rwy 15, 18, 27, 33 and 36



CHICAGO HEIGHTS N41°30.60' W87°34.29' NOTAM FILE IKK.

CHICAGO

(L) **VORTAC 114.2** CGT Chan 89 050° 2.4 NM to Lansing Muni. 634/2E.

L-28H, A

DME unusable:

050°-070° byd 20 NM blo 4000'

150°-225° byd 20 NM blo 4000'

110°-145° byd 20 NM blo 4000'

225°-280° byd 20 NM blo 4000'

145°-150° byd 20 NM blo 4000'

RCO 122.1R 114.2T (KANKAKEE RADIO)

CHICAGO/LAKE IN THE HILLS

LAKE IN THE HILLS (3CK) 38 NW UTC-6(-5DT) N42°12.41' W88°19.38'

CHICAGO

888 B S4 **FUEL** 100LL, JET A TPA-1888(1000) NOTAM FILE IKK

COPTER

RWY 08-26: H3801X50 (ASPH) MIRL

L-28H, A

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 20'. Thld dspld 361'. Trees.

IAP

RWY 26: PAPI(P2R)—GA 3.0° TCH 20'. Thld dspld 383'.

AIRPORT REMARKS: Attended 1300Z±-dusk. Numerous deer invof Rwy 08-26. Numerous geese invof arpt. Acft with wingspan greater than 56' cannot use parallel twy. Acft with wingspan greater than 45.5' cannot use parallel twy E of Twy Bravo. **ACTIVATE REIL** Rwy 08. PAPI Rwy 08 and Rwy 26-122.75.

COMMUNICATIONS: CTAF/UNICOM 123.05

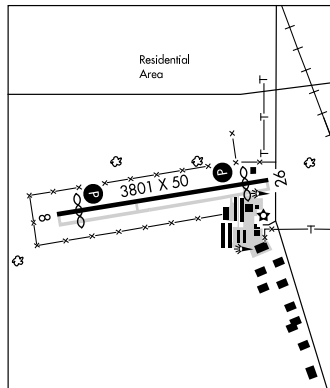
Ⓡ **CHICAGO APP/DEP CON 120.55**

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29'

W87°57.11' 269° 16.6 NM to fld. 758/2W.

COMM/NAV/WEATHER REMARKS: For VFR wx advisory 5 clicks CTAF. Phone 815-444-1729. Wind speed and direction info broadcast on Unicom is inaccurate.



CHICAGO MEIGS N41°51.52' W87°36.50'

RCO 122.15 (KANKAKEE RADIO)

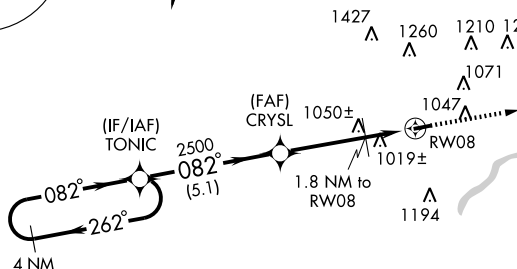
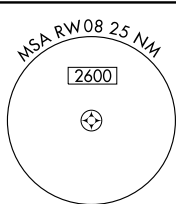
CHICAGO

COPTER

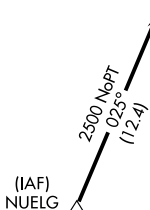
L-28H, A

APP CRS
082°Rwy Idg **3440**
TDZE **887**
Apt Elev **888****RNAV (GPS) RWY 8**

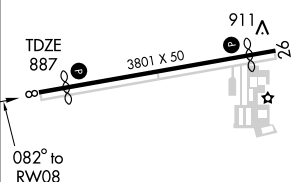
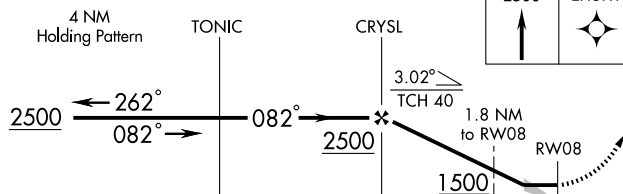
CHICAGO/LAKE IN THE HILLS/ LAKE IN THE HILLS (3CK)

Obtain local altimeter setting on CTAF; when not received, use Chicago Du Page altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to 2500
direct EHUHY WP and hold.CHICAGO APP CON
120.55 315.6UNICOM
123.05 (CTAF)**122.75**

1460



ELEV 888



CATEGORY	A	B	C	D
LNAV MDA	1280-1 392 (400-1)			NA
CIRCLING	1380-1 492 (500-1)		1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1340-1 452 (500-1)		1340-1¼ 452 (500-1¼)	NA
CIRCLING	1460-1 572 (600-1)		1460-1½ 572 (600-1½)	NA

REIL Rwy 8
MIRL Rwy 8-26

APP CRS
262°Rwy Idg **3418**
TDZE **887**
Apt Elev **888****RNAV (GPS) RWY 26**

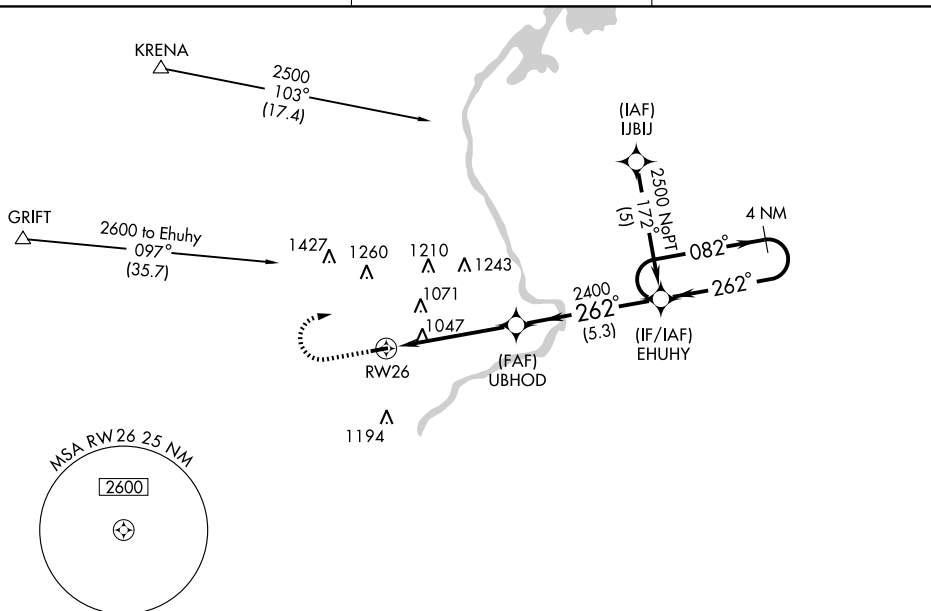
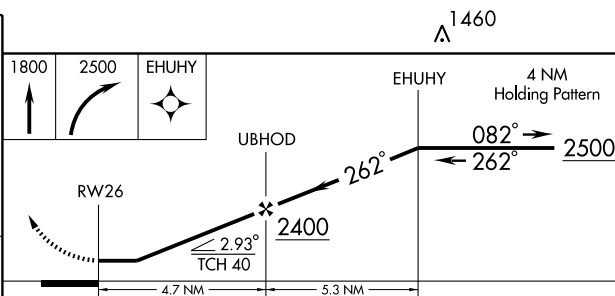
CHICAGO/LAKE IN THE HILLS/LAKE IN THE HILLS (3CK)



NA

Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1800, then climbing right turn to 2500 direct EHUHY WP and hold.

CHICAGO APP CON
120.55 315.6UNICOM
123.05 (CTAF)**122.75 0**ELEV **888**

CATEGORY	A	B	C	D
RNAV MDA	1300-1	412 (500-1)	1300-1¼ 412 (500-1¼)	NA
CIRCLING	1380-1	492 (500-1)	1380-1½ 492 (500-1½)	NA
CHICAGO DU PAGE ALTIMETER SETTING				
RNAV MDA	1360-1	472 (500-1)	1360-1¼ 472 (500-1¼)	NA
CIRCLING	1460-1	572 (600-1)	1460-1½ 572 (600-1½)	NA

REIL Rwy 8 0
MIRL Rwy 8-26

VOR/DME DPA
108.4
Chan **21**

APP CRS
002°

Rwy Idg	TDZE	Apt Elev
1	10	10
2	10	10
3	10	10
4	10	10
5	10	10
6	10	10
7	10	10
8	10	10
9	10	10
10	10	10
11	10	10
12	10	10
13	10	10
14	10	10
15	10	10
16	10	10
17	10	10
18	10	10
19	10	10
20	10	10
21	10	10
22	10	10
23	10	10
24	10	10
25	10	10
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27	10	10
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31	10	10
32	10	10
33	10	10
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92	10	10
93	10	10
94	10	10
95	10	10
96	10	10
97	10	10
98	10	10
99	10	10
100	10	10

N/A
N/A
888

VOR-A

CHICAGO/LAKE IN THE HILLS / LAKE IN THE HILLS (3CK)

A NA

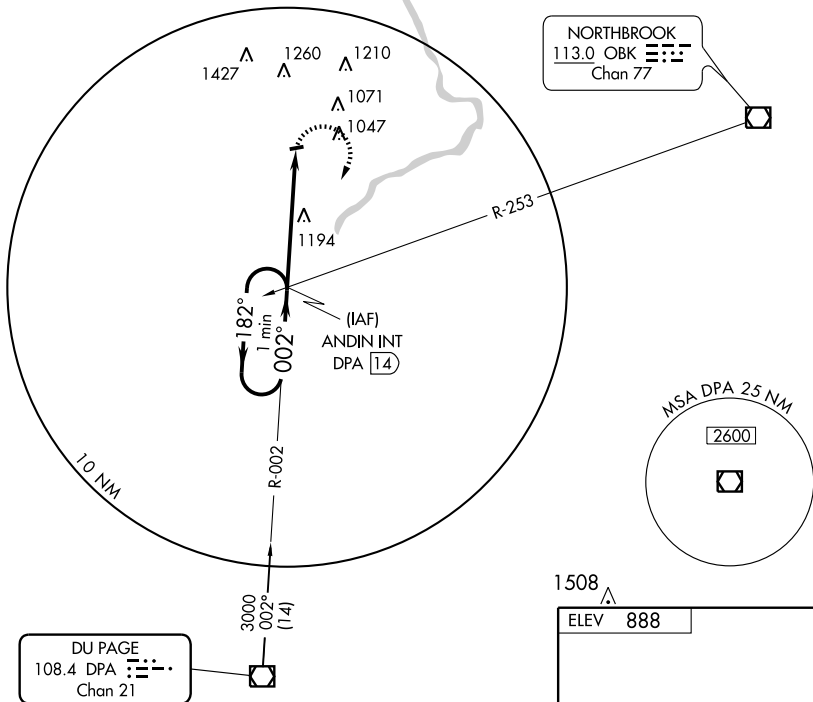
Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.

MISSED APPROACH: Climbing right turn to 2400 direct ANDIN Int and hold.

CHICAGO APP CON
120.55 315.6

UNICOM
123.05 (CTAF)

122.75 L



One Minute Holding Pattern

ANDIN INT
DPA 14

240

ANDIN
INT
DPA
14

$$\frac{2400}{002^{\circ}} \leftarrow 182^{\circ}$$
 002°

DP

CATEGORY

A

B

C

D

CIRCLING

1500-1 612 (700-1)

1500-1 $\frac{3}{4}$

NA

CHICAGO DU PAGE ALTIMETER SETTING

CIRCLING

1560-1 472 (700-1)

1560-2

N/A

REIL Rwy 8 **L**
MIRL Rwy 8-26

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CHICAGO/LAKE IN THE HILLS, ILLINOIS

CHICAGO/LAKE IN THE HILLS / LAKE IN THE HILLS (3CK)

Orig 10098

42° 12' N - 88° 19' W

VOR-A

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

VORTAC OBK
113.0
Chan **77**

APP CRS
269°

Rwy Idg **3418**
TDZE **887**
Apt Elev **888**

VOR RWY 26

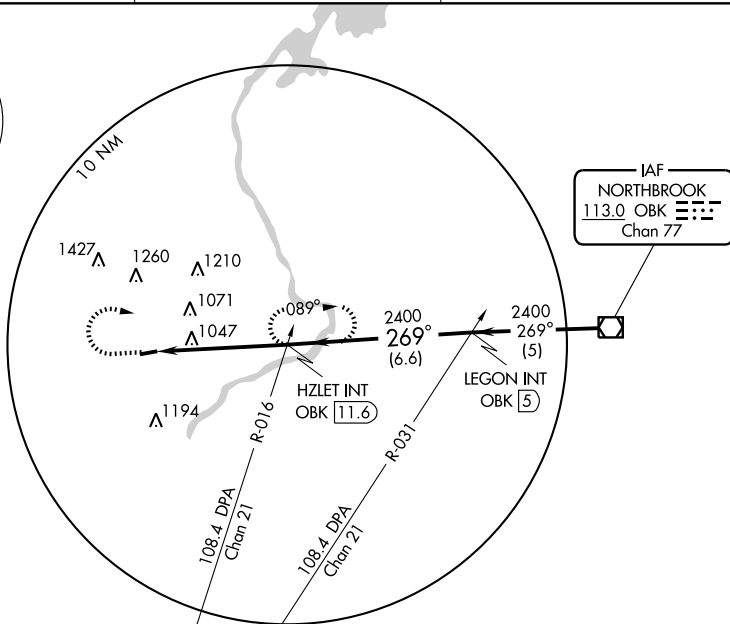
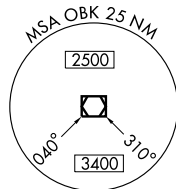
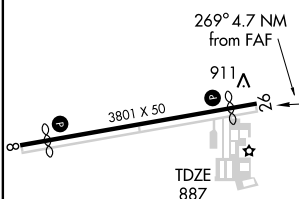
CHICAGO/LAKE IN THE HILLS/LAKE IN THE HILLS (3CK)

NA Obtain local altimeter setting on CTAF; when not received use Chicago Du Page altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing right turn to 2400 via OBK R-269 to HZLET Int/11.6 DME and hold.

CHICAGO APP CON
120.55 315.6

UNICOM
123.05 (CTAF)

122.75 **0**ELEV **888**

REIL Rwy 8 **0**
MIRL Rwy 8-26

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

	1800	2400	HZLET INT OBK 11.6	HZLET INT OBK 11.6	LEGON INT OBK 5	VOR/DME 2400
		OBK R-269 113.0				Procedure Turn NA
		OBK 16.3				
		2.93°				
		TCH 40				
		4.7 NM	6.6 NM	5 NM		
CATEGORY	A	B	C	D		
S-26	1380-1	492 (500-1)	1380-1¼ 492 (500-1¼)	NA		
CIRCLING	1380-1	492 (500-1)	1380-1½ 492 (500-1½)	NA		
CHICAGO DU PAGE ALTIMETER SETTING						
S-26	1440-1	552 (600-1)	1440-1½ 552 (600-1½)	NA		
CIRCLING	1460-1	572 (600-1)	1460-1½ 572 (600-1½)	NA		

CHICAGO/LAKE IN THE HILLS, ILLINOIS

Amdt 3A 10098

CHICAGO/LAKE IN THE HILLS/LAKE IN THE HILLS (3CK)

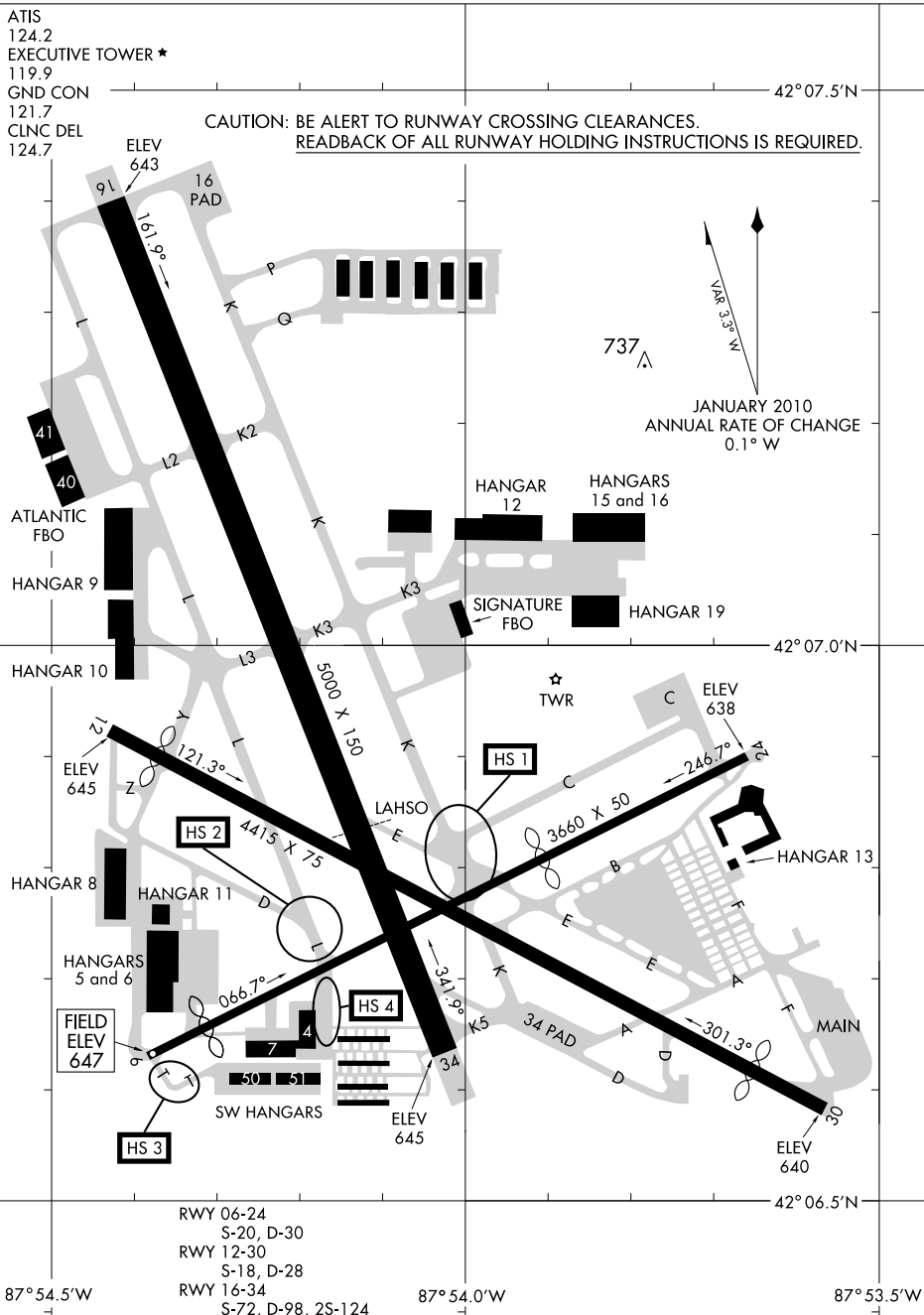
42°12'N - 88°19'W

VOR RWY 26

AIRPORT DIAGRAM

AL-5028 (FAA) CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS

CHICAGO EXECUTIVE (PWK)



EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS
CHICAGO EXECUTIVE (PWK)

CHICAGO/PROSPECT HEIGHTS/WHEELING

CHICAGO EXECUTIVE (PWK) 18 NW UTC-6(-5DT) N42°06.86' W87°54.09'

CHICAGO

647 B S4 FUEL 100LL, JET A1 + OX 1, 2, 3, 4 TPA—See Remarks LRA NOTAM FILE PWK COPTER

RWY 16-34: H5000X150 (ASPH-GRVD) S-72, D-98, 2S-124 HIRL

H-5E, L-28H, A

RWY 16: LDIN (NSTD). REIL. PAPI(P4L)—GA 3.0° TCH 49'. Bldg.

IAP, AD

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 12-30: H4415X75 (ASPH-GRVD) S-18, D-28 HIRL

RWY 12: PAPI(P4L)—GA 3.0° TCH 42'. Thld dsplcd 296'. Tree.

RWY 30: PAPI(P4L)—GA 3.0° TCH 43'. Thld dsplcd 433'. Road.

Rgt tfc.

RWY 06-24: H3660X50 (ASPH) S-20, D-30 HIRL

RWY 06: PAPI(P4L)—GA 3.0° TCH 33'. Thld dsplcd 354'. Pole.

RWY 24: Thld dsplcd 1251'. Tree. Rgt tfc.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 16	12-30	3623

AIRPORT REMARKS: Attended continuously. Migratory birds on and in/ov arpt. Rwy 16 LDIN NSTD due to spacing. ACTIVATE HIRL Rwy

16-34, Rwy 06-24, Rwy 12-30, LDIN lights Rwy 16, REIL Rwy 16

and Rwy 34—CTAF. Twy Z closed indef. Noise abatement

procedures: When holding at the Rwy 16 pad align acft at 315°; for

Rwy 34 pad align acft at 190° while waiting tkf. While awaiting tkf

in the Rwy 16-34 pads, tail acft toward center of arpt for noise

abatement. TPA—For piston acft 1647(1000) and for jets

2147(1500). Noise sensitive neighbors N and S of arpt. US customs users fee. For customs clnc 2 hrs

minimum advance notice req Mon-Fri 1800-0200Z and not later than 2200Z Fri for weekend arrivals. Ctc

customs at 800-323-7887 extension 333 or 708-537-1200 extension 333. NOTE: See Special

Notices—Cabaa Visual Departure Chicago Executive Airport.

WEATHER DATA SOURCES: ASOS (847) 465-0291.

COMMUNICATIONS: CTAF 119.9 ATIS 124.2 UNICOM 122.95

⑧ CHICAGO APP/DEP CON 120.55 125.0

EXECUTIVE TOWER 119.9 (Mon-Fri 1200-0400Z, Sat-Sun 1300-0400Z) GND CON 121.7

CLNC DEL 124.7 (By CHICAGO APP CON on 124.7 when twr is clsd.)

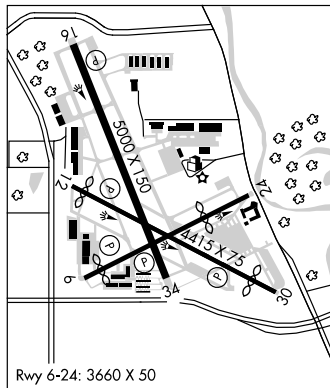
AIRSPACE: CLASS D svc Mon-Fri 1200-0400Z Sat-Sun 1300-0400Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29' W87°57.11' 163° 6.8 NM to fld. 758/2W.

ILS 111.9 I-PWK Rwy 16.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS- WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTHERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-PWK 111.9	APP CRS 161°	Rwy Idg TDZE Apt Elev	5000 643 647
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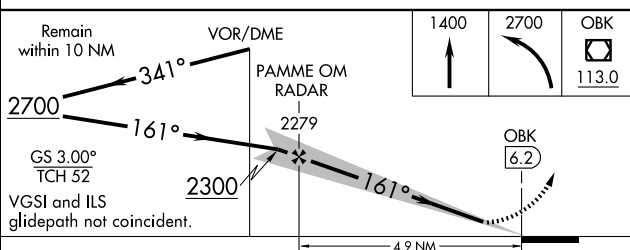
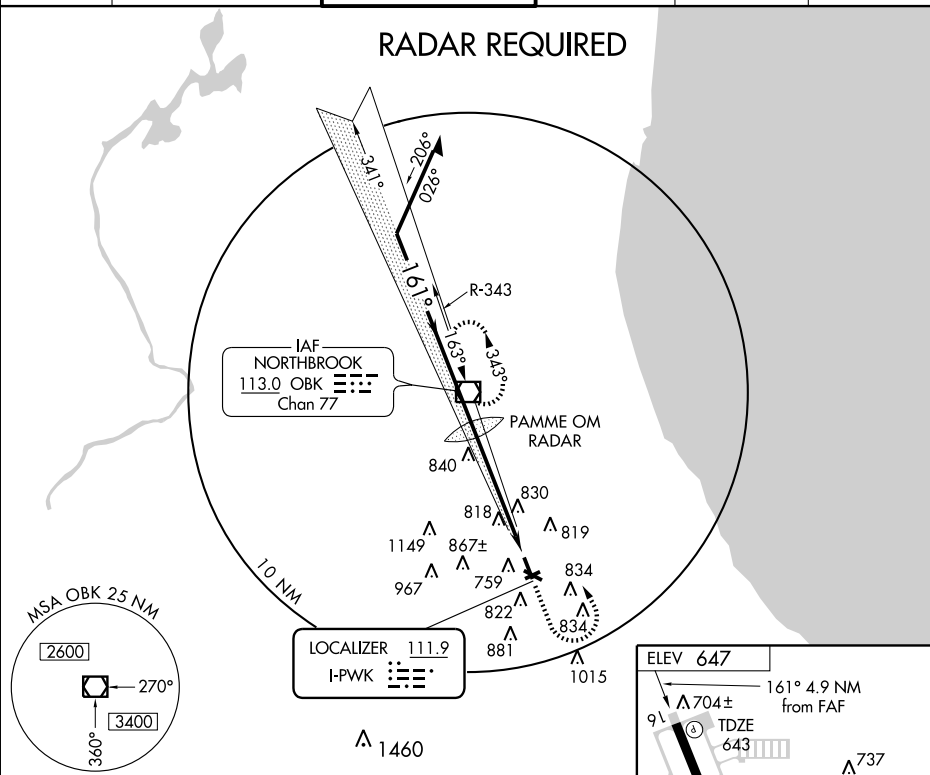
ILS or LOC RWY 16

CHICAGO EXECUTIVE (PWK)

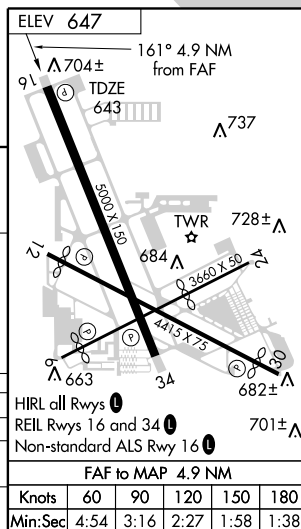
▼ If local altimeter setting not received, use Chicago-O'Hare Intl altimeter setting and increase all DAs 22 feet, and all visibilities $\frac{1}{4}$ mile; increase all MDAs 40 feet, and S-LOC Cat C and D visibilities $\frac{1}{4}$ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS 124.2	CHICAGO APP CON 120.55 290.2	EXECUTIVE TOWER ★ 119.9 (CTAF) 0	GND CON 121.7	CLNC DEL 124.7	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 16	893- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			
S-LOC 16	1140-1 497 (500-1)	1140-1 $\frac{1}{4}$ 497 (500-1 $\frac{1}{4}$)	1140-1 $\frac{1}{2}$ 497 (500-1 $\frac{1}{2}$)	
CIRCLING	1140-1 493 (500-1)	1140-1 $\frac{1}{2}$ 493 (500-1 $\frac{1}{2}$)	1200-2 553 (600-2)	



LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

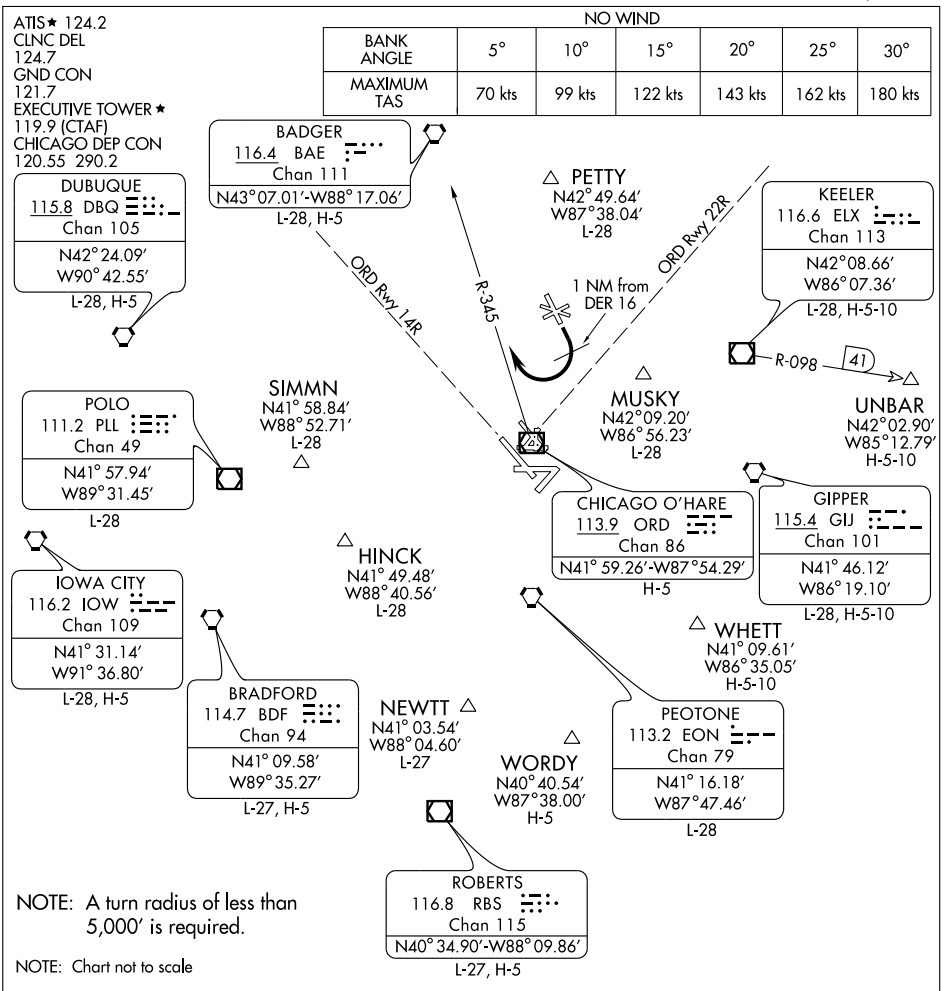
Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet



▼

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to appropriate navaid/fix; maintain 3000 feet or assigned altitude. Expect clearance to requested altitude/flight level (three minutes for jet/turbo engine or five minutes for piston engines) after departure.

TAKE-OFF RUNWAY 16: Start right turn within 1 NM of departure end of runway and complete turn to assigned heading east of R-345 of the ORD VOR/DME. This will insure separation from the runway 14R final approach course at O'Hare Intl. If unable to comply, advise Executive Tower prior to take-off.

APP CRS **161°**
Rwy ldg **5000**
TDZE **643**
Apt Elev **647**

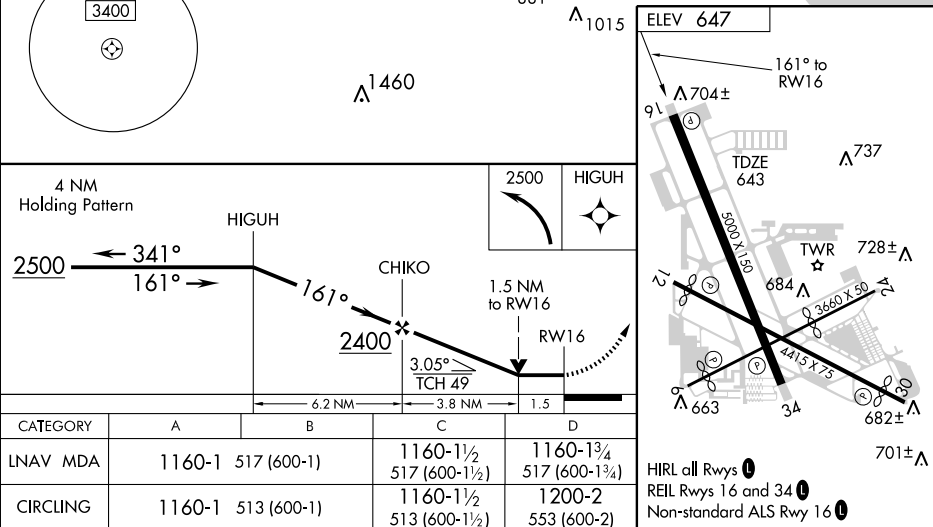
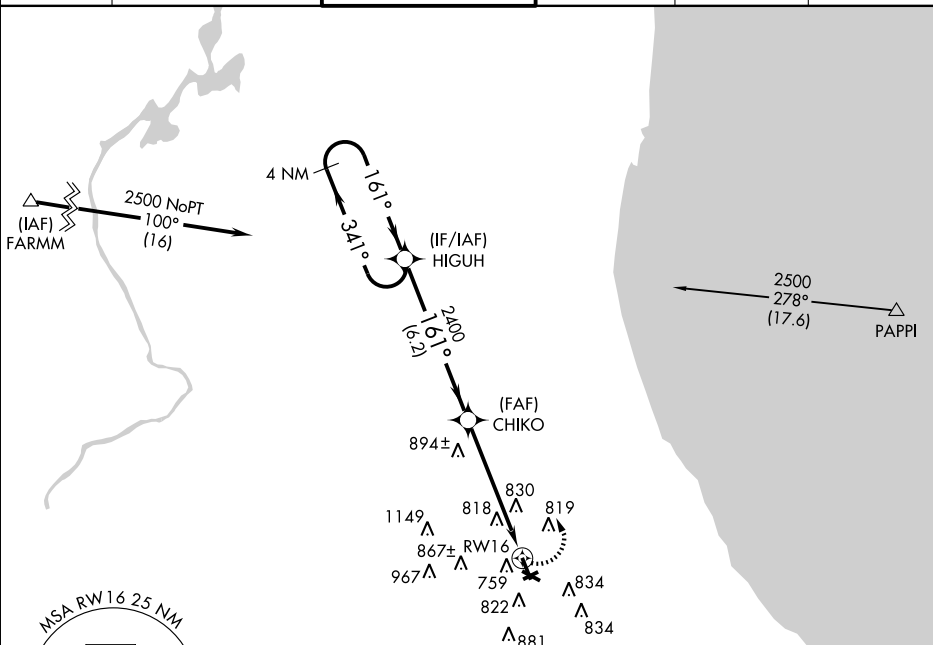
RNAV (GPS) RWY 16

CHICAGO EXECUTIVE (PWK)

▼ If local altimeter setting not received, use Chicago O'Hare
▲ Intl altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn
to 2500 direct HIGUH and hold.

ATIS	CHICAGO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
124.2	120.55 290.2	119.9 (CTAF) 0	121.7	124.7	122.95



CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS

Orig-A 08APR10

42°07'N - 87°54'W

CHICAGO EXECUTIVE (PWK)
RNAV (GPS) RWY 16

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME OBK <u>113.0</u> Chn 77	APP CRS 164°	Rwy Idg 5000 TDZE 643 Apt Elev 647
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VOR RWY 16
CHICAGO EXECUTIVE (PWK)



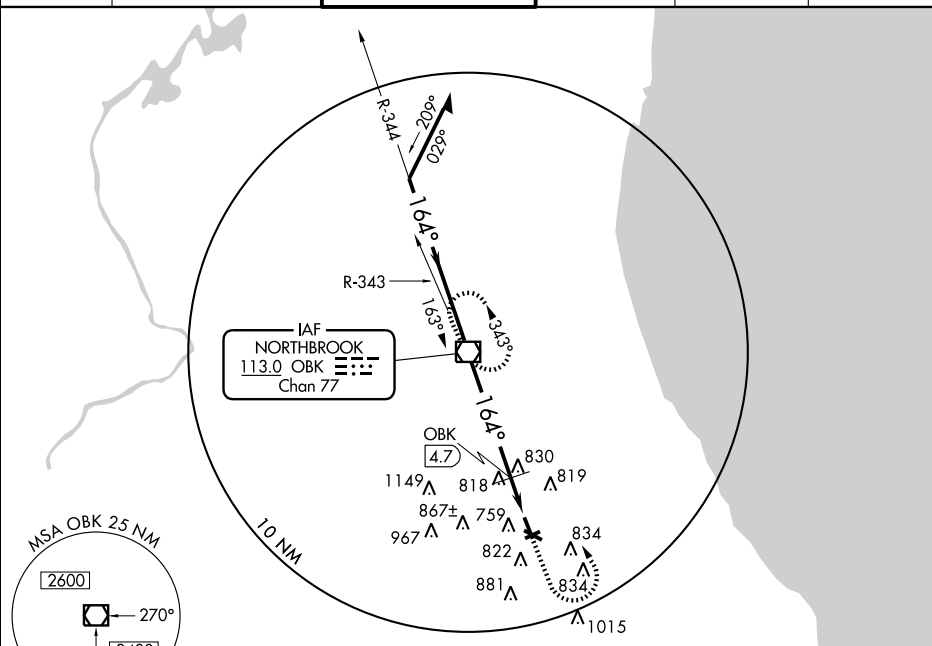
MISSED APPROACH: Climb to 1400, then climbing left turn to 2700 direct OBK VOR/DME and hold.

ATIS
124.2

CHICAGO APP CON
120.55 290.2

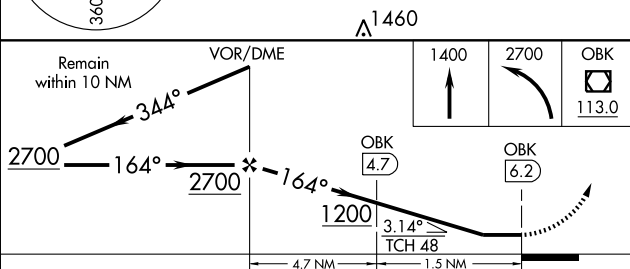
EXECUTIVE TOWER ★
119.9 (CTAF) L

GND CON
121.7

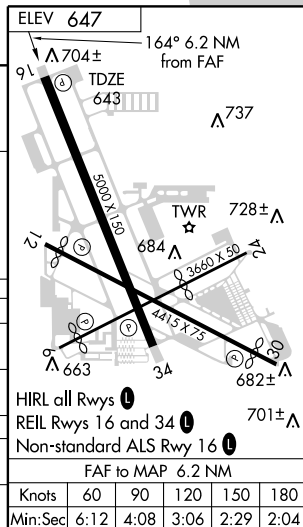
CLNC DEL
124.7UNICOM
122.95

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-16	1200-1	557 (600-1)	1200-1½ 557 (600-1½)	1200-1¾ 557 (600-1¾)
CIRCLING	1200-1	553 (600-1)	1200-1½ 553 (600-1½)	1200-2 553 (600-2)
DME MINIMUMS				
S-16	1080-1	437 (500-1)	1080-1¼ 437 (500-1¼)	1080-1½ 437 (500-1½)
CIRCLING	1140-1	493 (500-1)	1140-1½ 493 (500-1½)	1200-2 553 (600-2)



CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS

Orig-B 10042

CHICAGO EXECUTIVE (PWK)

VOR RWY 16

42°07'N - 87°54'W

CHICAGO/ROCKFORD INTL (RFD) 68 NW UTC-6(-5DT) N42°11.72' W89°05.83'

742 B S4 FUEL 100LL JET A, A1+ OX 1, 2, 3, 4 LRA ARFF Index—See Remarks

CHICAGO

H-5D, L-28H

IAP, AD

NOTAM FILE RFD

RWY 07-25: H1000X150 (ASPH-CONC-GRVD) S-100, D-190

2D-360, 2D/2D2-850 HIRL CL

RWY 07: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 68'. Trees.

0.3% down.

RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 37'. Tree.**RWY 01-19:** H8200X150 (ASPH-GRVD) S-100, D-210 2D-390,

2D/2D2-850 HIRL CL

RWY 01: MALSR. TDZL. Road. 0.6% up.**RWY 19:** REIL. VASI(V6L)—Upper GA 3.25° TCH 90'.

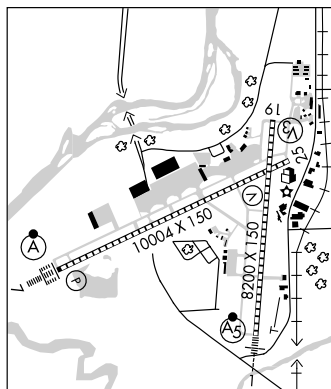
Lower GA 3.0° TCH 50'. Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	07-25	6000
RWY 07	01-19	8800

RUNWAY DECLARED DISTANCE INFORMATION**RWY 01:** TORA-8199 TODA-8199 ASDA-8199 LDA-8199**RWY 19:** TORA-8199 TODA-8199 ASDA-8099 LDA-8099**AIRPORT REMARKS:** Attended continuously. Birds and Deer on and in/ov

arpt. Rwy 07 RVR touchdown, midpoint and rollout avbl. Class I, ARFF Index C. ARFF Index E equipment avbl with one hr PPR call 815-969-4011. US customs office rqr 2 hr advance notice during business hrs Mon-Fri 1430-2300Z. US Customs user fee arpt. Request for U.S. Customs svc on weekends should be received by 2300Z Fri. Ldg fee. Twy L identifying sign on Twy J NSTD.

WEATHER DATA SOURCES: ASOS (815) 399-0627.**COMMUNICATIONS:** ATIS 127.6 UNICOM 122.95**ROCKFORD RCO** 122.65 (KANKAKEE RADIO)**R** **ROCKFORD APP/DEP CON** 126.0 (West) 121.0 (East)**ROCKFORD TOWER** 118.3 **CLNC DEL** 119.25 **GND CON** 121.9TRSA svc etc **APP CON**.**RADIO AIDS TO NAVIGATION:** NZTAM FILE RFD.**ROCKFORD (L) VOR/DME** 110.8 RFD Chan 45 N42°13.53' W89°11.96' 111° 4.9 NM to fld. 868/1E.**GILMY NDB (LOM)** 275 RF N42°06.86' W89°05.92' 001° 4.9 NM to fld.**ILS/DME** 109.3 I-RFD Chan 30 Rwy 01. Class IE. LOM **GILMY NDB**.**ILS** 109.55 I-UDY Rwy 07. Class IIIE.**ASR****CHICAGO/ROMEORVILLE****LEWIS UNIVERSITY** (LOT) 20 SW UTC-6(-5DT) N41°36.49' W88°05.77'

679 B S4 FUEL 100LL, JET A NOTAM FILE LOT

RWY 02-20: H6500X100 (CONC-GRVD) D-99 MIRL 0.3% up S**RWY 02:** REIL. PAPI(P4L)—GA 3.0° TCH 35'.**RWY 20:** REIL. PAPI(P4L)—GA 3.2° TCH 40'.**RWY 09-27:** H5696X75 (ASPH-PFC) MIRL**RWY 09:** REIL. PAPI(P4L)—GA 3.0° TCH 41'.**RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 35'. Thld displcd 196'. Tree.**AIRPORT REMARKS:** Attended 1300-0300Z. Twy A clsd indef. N parking

ramp clsd to all multi engine acft. Birds on and in/ov arpt.

Rotating bcn OTS indef. MIRL Rwy 02-20 and Rwy 09-27 preset

on low ints; to increase ints **ACTIVATE**—CTAF. **ACTIVATE REIL** Rwy

02, Rwy 20, Rwy 09 and Rwy 27 and PAPI Rwy 02, Rwy 20, Rwy

09 and Rwy 27—CTAF.

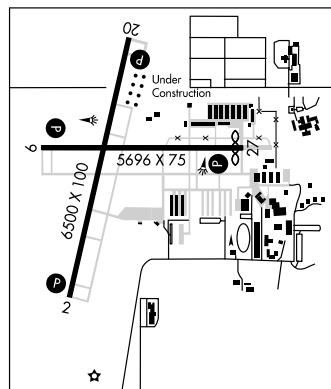
WEATHER DATA SOURCES: AWOS-3 118.525 (815) 588-4802.**COMMUNICATIONS:** CTAF/UNICOM 122.8**JOLIET RCO** 122.5 122.1R 112.3T (KANKAKEE RADIO).**R** **CHICAGO APP/DEP CON** 119.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**JOLIET (H) VORTAC** 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 068° 10.7 NM to fld. 592/2E.

ILS/DME 111.95 I-LOT Chan 56Y Rwy 09. LOC only.**ILS/DME** 108.55 I-JQH Chan 22Y Rwy 02. LOC only.**CHICAGO****COPTER**

H-5E, L-28H, A

IAP



LOC/DME I-LOT <u>111.95</u> Chan 56(Y)	APP CRS 090°	Rwy Idg 5696 TDZE 673 Apt Elev 679
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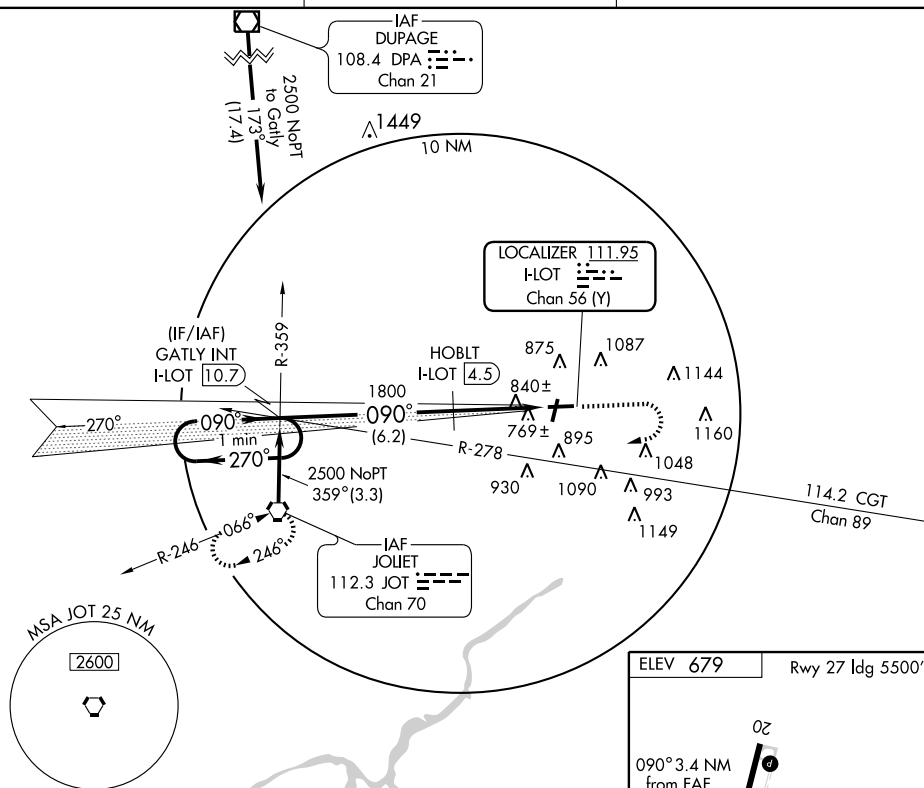
LOC/DME RWY 9
CHICAGO/LEWIS UNIVERSITY (LOT)

T If local altimeter setting not received, use Joliet Rgnl
A altimeter setting and increase all MDAs 40 feet.
 NA VDP NA when using Joliet Rgnl altimeter setting.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct JOT VORTAC and hold.

AWOS-3
118.525

CHICAGO APP CON
119,35 388,0

UNICOM
122.8 (CTAF) **L**

One Minute Holding Pattern

GATLY INT
I-LOT 10.7

HOB
I-LOT [

130

2

JOT

2500

i

2.3

5.5

H

9

MIRL Rlys 2-20 and 9-27 **L**
REIL Rlys 2, 20, 9, and 27 **L**

Knots	60	90	120	150	180
Min:Sec					

CHICAGO/ROMEOVILLE, ILLINOIS

Amdt 1 10042

CHICAGO/ LEWIS UNIVERSITY (LOT)

LOC/DME RWY 9

41° 36'N-88° 06'W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

WAAS Ch 93520 W02A	APP CRS 016°	Rwy Idg TDZE Apt Elev	6500 679 679
--	------------------------	-----------------------------	---

RNAV (GPS) RWY 2

CHICAGO/ LEWIS UNIVERSITY (LOT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Joliet Rgnl altimeter setting. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LNAV Cat C and D and circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2500 direct ALASE and right turn on track 116° to BOJAK and hold.

AWOS-3
118.525

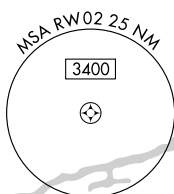
CHICAGO APP CON
119.35 388.0

UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals
at JOT VORTAC on
V8 Westbound.

JOLIET
JOT

2300
138°
(10.4)



ALASE

875

769±

930

895

1090

1144

1160

1048

993

1149

1330

△

(FAF)
JIMMO

2300

016°

(6.1)

(IF/IAF)
CAMLI

2300 NoPT

052°

(7.5)

(IAF)
MEDAN

016°

196°

301°

(18.9)

2300 NoPT

(IAF)
PEOTONE
EON

4 NM

Procedure NA for arrivals
at EON VORTAC on
V156 Eastbound.

ELEV 679

4 NM
Holding Pattern

2300

GS 3.00°

TCH 37

CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

CAMLI

2300

196°

016°

016°

2300

6.1 NM

3.2 NM

1.7 NM

2500

ALASE

BOJAK

116° tr

* 1.7 NM to RW02

* LNAV Only.

RW02

6500 x 100

5696 x 75

789

750±

016° to RW02

MIRL Rwy 2-20 and 9-27

REIL Rwy 2, 20, 9, and 27

WAAS CH 72604 W09A	APP CRS 090°	Rwy Idg TDZE Apt Elev	5696 673 679
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RNAV (GPS) RWY 9

CHICAGO/ LEWIS UNIVERSITY (LOT)



Baro-VNAV NA when using Joliet Rgnl altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Joliet Rgnl altimeter setting. If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).

MISSED APPROACH:
Climb to 2400 direct QAJER and hold.

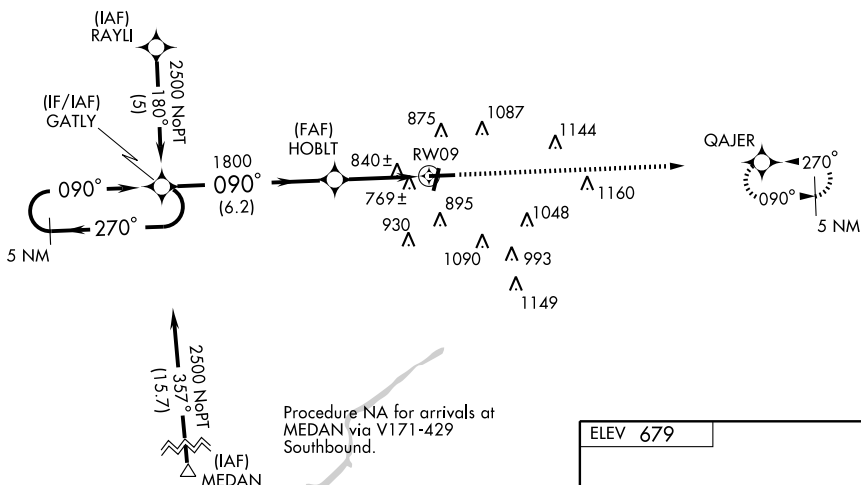
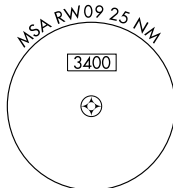
AWOS-3
118.525

CHICAGO APP CON
119.35 388.0

UNICOM
122.8 (CTAF) 0

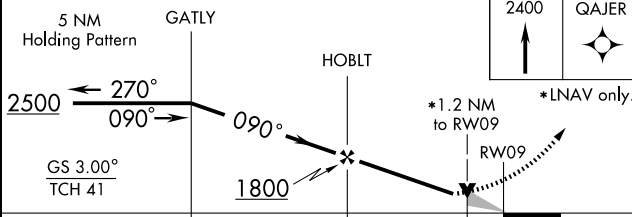
DUPAGE
DPA

1449
△

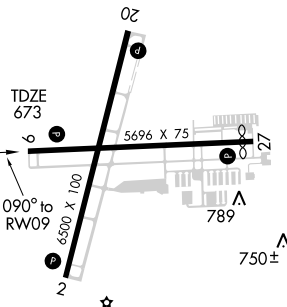


Procedure NA for arrivals at MEDAN via V171-429 Southbound.

ELEV 679



CATEGORY	A	B	C	D
LPV DA	1124-1½		451 (500-1½)	
LNAV/VNAV DA	1153-1¾		480 (500-1¾)	
LNAV MDA	1100-1	427 (500-1)	1100-1¼ 427 (500-1¼)	1100-1½ 427 (500-1½)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)



MIRL Rwy 2-20 and 9-27
REIL Rwy 2, 20, 9, and 27

APP CRS 196°	Rwy Idg 6500
	TDZE 668
	Apt Elev 679

RNAV (GPS) RWY 20

CHICAGO/ LEWIS UNIVERSITY (LOT)

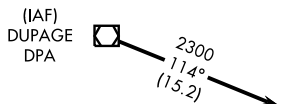
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Joliet Rgnl altimeter setting. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct CAMLI and hold.

AWOS-3
118.525

CHICAGO APP CON
119.35 388.0

UNICOM
122.8 (CTAF) 0



△ 1449

(IF) BEPKE

(FAF) JESUB

875

1087

△ 1144

769±

895

△ 1160

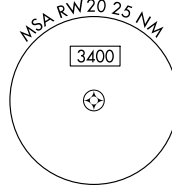
930

1090

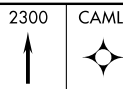
△ 1048

1149

△ 993



MISSED APCH FIX



1.6 NM to RW20

JESUB

BEPKE

2300

Procedure Turn NA

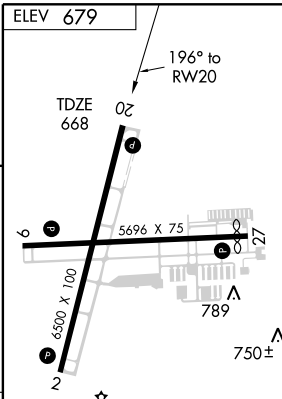
3.04° TCH 40

1.6 NM

3.3 NM

6.1 NM

CATEGORY	A	B	C	D
RNAV MDA	1240-1 572 (600-1)	1240-1½ 572 (600-1½)	1240-1¾ 572 (600-1¾)	1240-2 572 (600-2)
CIRCLING	1260-1 581 (600-1)	1260-1½ 581 (600-1½)	1260-1¾ 581 (600-1¾)	1260-2 581 (600-2)



MIRL Rwy 2-20 and 9-27
REIL Rwy 2, 20, 9, and 27

WAAS CH 78004 W27A	APP CRS 270°	Rwy Idg TDZE Apt Elev	5500 668 679
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RNAV (GPS) RWY 27

CHICAGO/ LEWIS UNIVERSITY (LOT)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase Cat C circling visibility ¼ mile.

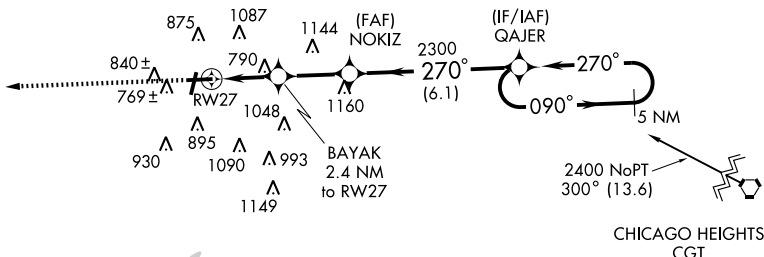
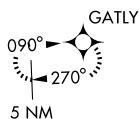
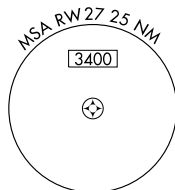
MISSED APPROACH: Climb to 2500 direct GATLY and hold.

AWOS-3
118.525

CHICAGO APP CON
119.35 388.0

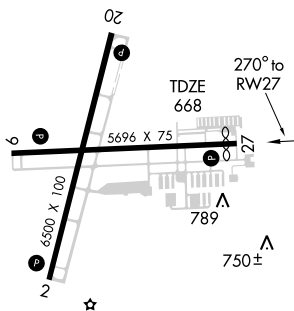
UNICOM
122.8 (CTAF) ①

1449
△

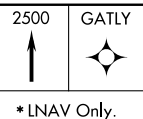


ELEV 679

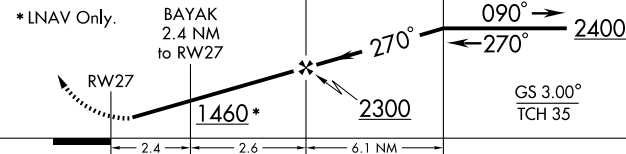
Procedure NA for arrivals at CGT VORTAC on airway radials 272 CW 356.



MRL Rwy 2-20 and 9-27 ①
REIL Rwy 2, 20, 9, and 27 ①



* LNAV Only.



CATEGORY	A	B	C	D
LPV DA	934-1 266 (300-1)			
LNAV MDA	1120-1	452 (500-1)	1120-1¼ 452 (500-1¼)	1120-1½ 452 (500-1½)
CIRCLING	1260-1	581 (600-1)	1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

VORTAC JOT 112.3 Chan 70	APP CRS 066°	Rwy Idg TDZE Apt Elev 5696 673 679
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VOR RWY 9

CHICAGO/ LEWIS UNIVERSITY (LOT)

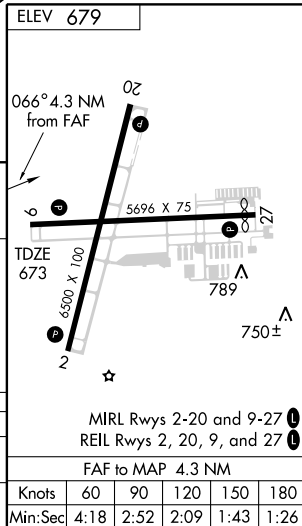
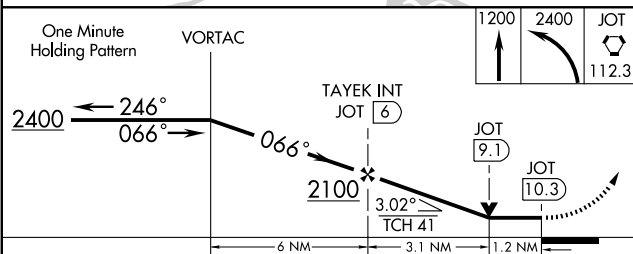
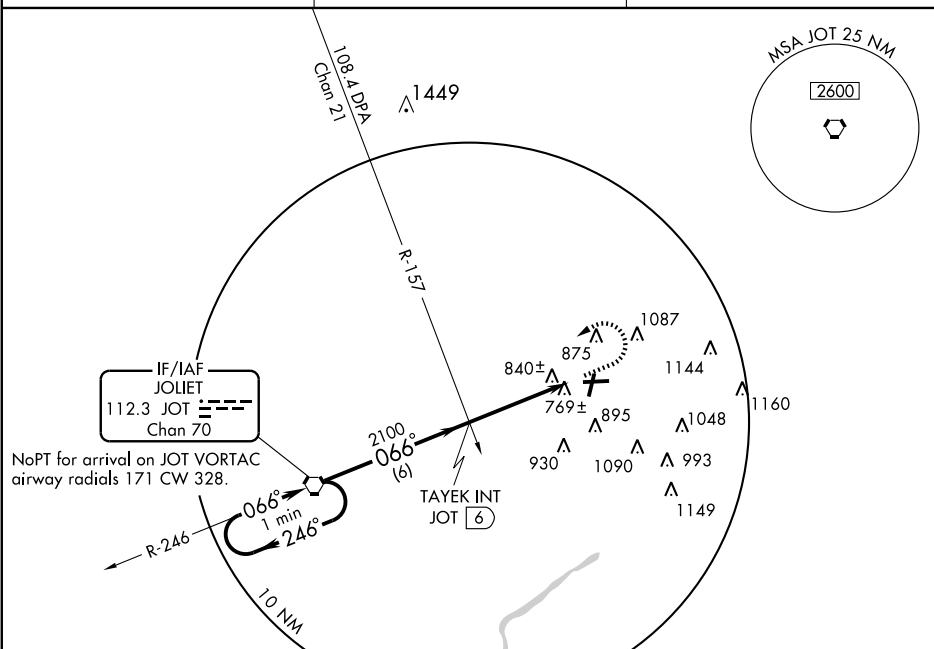
V If local altimeter setting not received, use Joliet Rgnl altimeter setting and increase all MDAs 40 feet.
A VDP NA when using Joliet Rgnl altimeter setting.

MISSED APPROACH: Climb to 1200, then climbing left turn to 2400 direct JOT VORTAC and hold.

AWOS-3
118.525

CHICAGO APP CON
119.35 388.0

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
S-9	1100-1 427 (500-1)		1100-1¼ 427 (500-1¼)	1100-1½ 427 (500-1½)
CIRCLING	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1440-2½ 761 (800-2½)

10210

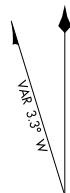
AIRPORT DIAGRAM

AL-5324 (FAA)

CHICAGO/WAUKEGAN RGNL (UGN)

CHICAGO/WAUKEGAN, ILLINOIS

ATIS
132.4
WAUKEGAN TOWER ★
120.05 380.15
GND CON
121.65

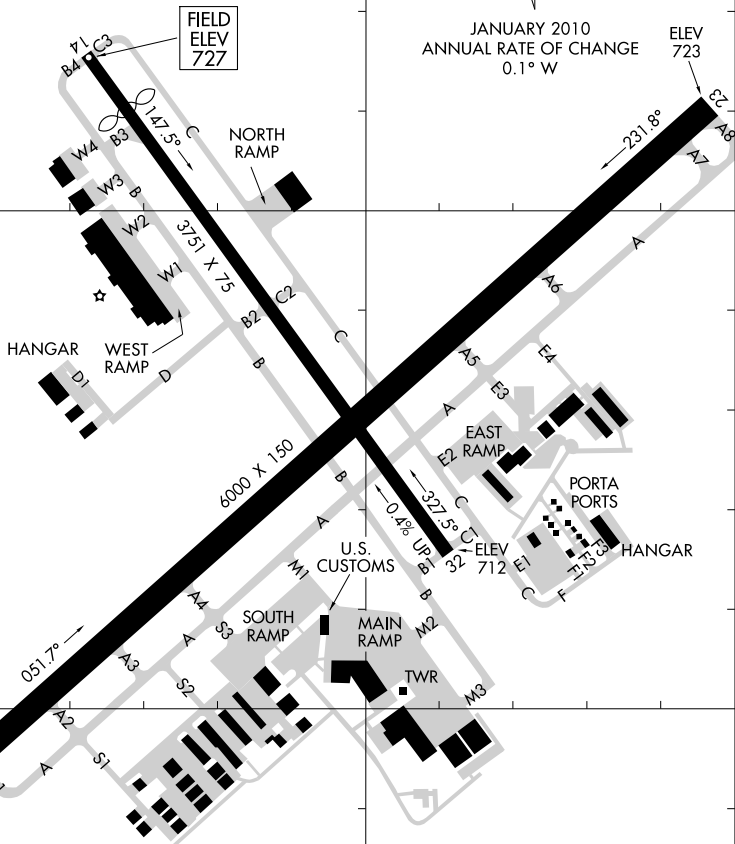
FIELD
ELEV
727

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

ELEV
723

42° 25.5'N

EC-3, 23 SEP 2010 to 21 OCT 2010



42° 25.0'N

ELEV
725

RWY 05-23
S-95, D-120, 2S-152, 2D-200
RWY 14-32
S-16, D-23

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

87° 52.5'W

87° 52.0'W

87° 51.5'W

AIRPORT DIAGRAM

10210

CHICAGO/WAUKEGAN, ILLINOIS
CHICAGO/WAUKEGAN RGNL (UGN)

EC-3, 23 SEP 2010 to 21 OCT 2010

CHICAGO/WAUKEGAN**WAUKEGAN RGNL** (UGN) 35 N UTC-6(-5DT) N42°25.33' W87°52.07'**CHICAGO**727 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA-1527(800) LRA NOTAM FILE UGN H-5E, L-28H, A IAP, AD**RWY 05-23:** H6000X150 (ASPH-PFC) S-95, D-120, 2S-152, 2D-200 HIRL**RWY 05:** VASI(V4L)—GA 3.0° TCH 37'. Road.**RWY 23:** MALSR. VASI(V4L)—GA 3.0° TCH 38.4'. Tree. Rgt tfc.**RWY 14-32:** H3751X75 (ASPH) S-16, D-23 MIRL 0.4% up NW**RWY 14:** VASI(V4L)—GA 3.5° TCH 30'. Thld dsplcd 500'. Tree.**RWY 32:** Tree.**AIRPORT REMARKS:** Attended continuously. Birds on and in/ov arpt.

Noise abatement procedures in effect ctc arpt manager

847-244-0055. No touch and go lds on Rwy 14. When twr clsd

MIRL Rwy 14-32 preset low ints; to increase ints and ACTIVATE

HIRL Rwy 05-23; MALSR Rwy 23 and twy lgs—CTAF. A110-02

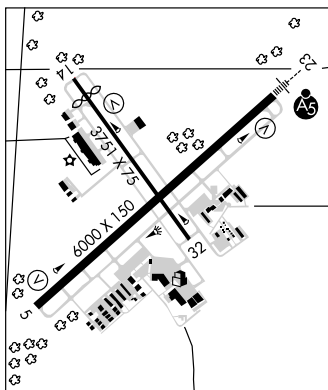
ctc arpt management office 847-244-0055. US customs user fee

arpt. For customs clearance 2 hrs minimum advance notice rqr

Mon-Fri during business hrs and by 4 PM Fri for weekend arrivals.

WEATHER DATA SOURCES: ASOS (847) 782-0876.**COMMUNICATIONS:** CTAF 120.05 ATIS 132.4 UNICOM 122.95

RCO 122.55 (KANKAKEE RADIO)

Ⓡ **CHICAGO APP/DEP CON** 120.55**TOWER** 120.05 (1200-0200Z±) **GND CON** 121.65**AIRSPACE:** CLASS D svc 1200-0200Z± other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**NORTHBROOK (H) VOR/DME** 113.0 OBK Chan 77 N42°13.29' W87°57.11' 019° 12.6 NM to fld. 758/2W.**WAUKE NDB (LOM)** 379 UG N42°27.84' W87°48.09' 233° 3.9 NM to fld.**ILS** 110.7 I-UGN Rwy 23. **LOM WAUKE NDB.** LOC only.**CHICAGO (WEST CHICAGO)****DUPAGE** (DPA) 29 W UTC-6(-5DT) N41°54.42' W88°14.89'**CHICAGO**759 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA-1559(800) NOTAM FILE DPA**COPTER****RWY 02L-20R:** H7571X100 (CONC-GRVD) S-30, D-45 HIRL CL

H-5E, L-28H, A

RWY 02L: MALSR. TDZL.

IAP, AD

RWY 20R: PAPI(P4L)—GA 3.0° TCH 40'. Tree.**RWY 02R-20L:** H5101X100(CONC-GVRD) S-30, D-45 MIRL**RWY 02R:** Bldg. Rgt tfc.**RWY 10-28:** H4750X75 (ASPH-PFC) S-30, D-45 HIRL**RWY 10:** LDIN. REIL. VASI(V4L)—GA 3.0° TCH 50'. Tree.**RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.**RWY 15-33:** H3399X100 (ASPH) S-30, D-45, 2D-100 MIRL**RWY 15:** REIL. PAPI(P4R)—GA 3.9° TCH 42'. Tree.**RWY 33:** REIL. Thld dsplcd 190'. Tree.**AIRPORT REMARKS:** Attended continuously. Deer, birds and migratory waterfowl on and in/ov arpt. Acft on short final to Rwy 15 are not visible from tower due to trees. U.S. Customs user fee arpt.**WEATHER DATA SOURCES:** ASOS (630) 584-2728 LAWRS.**COMMUNICATIONS:** ATIS 124.8 UNICOM 122.95

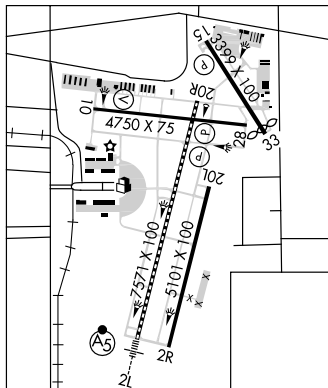
RCO 122.3 (KANKAKEE RADIO)

RCO 122.1R 108.4T (KANKAKEE RADIO)

Ⓡ **APP/DEP CON** 133.5**TOWER** 120.9 124.5 **GND CON** 121.8 **CLNC DEL** 119.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE IKK.**(L) VOR/DME** 108.4 DPA Chan 21 N41°53.42' W88°21.01' 076° 4.7 NM to fld. 838/2E.

VOR portion unusable 290°-310° byd 35 NM

DME unusable 290°-340° byd 35 NM

ILS 111.7 I-GVK Rwy 02L.**ILS** 109.5 I-DPA Rwy 10.**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not available at twr.**CIVIC MEMORIAL** N38°53.54' W90°03.38' NOTAM FILE ALN.**ST LOUIS****NDB (MHW)** 263 CVM at St Louis Rgnl.

A

COLES CO MEML (See MATTOON-CHARLESTON)

LOC I-UGN	APP CRS	Rwy Idg	6000
<u>110.7</u>	231°	TDZE	723
		Apt Elev	727

ILS RWY 23
CHICAGO/WAUKEGAN RGNL (UGN)



MALSR



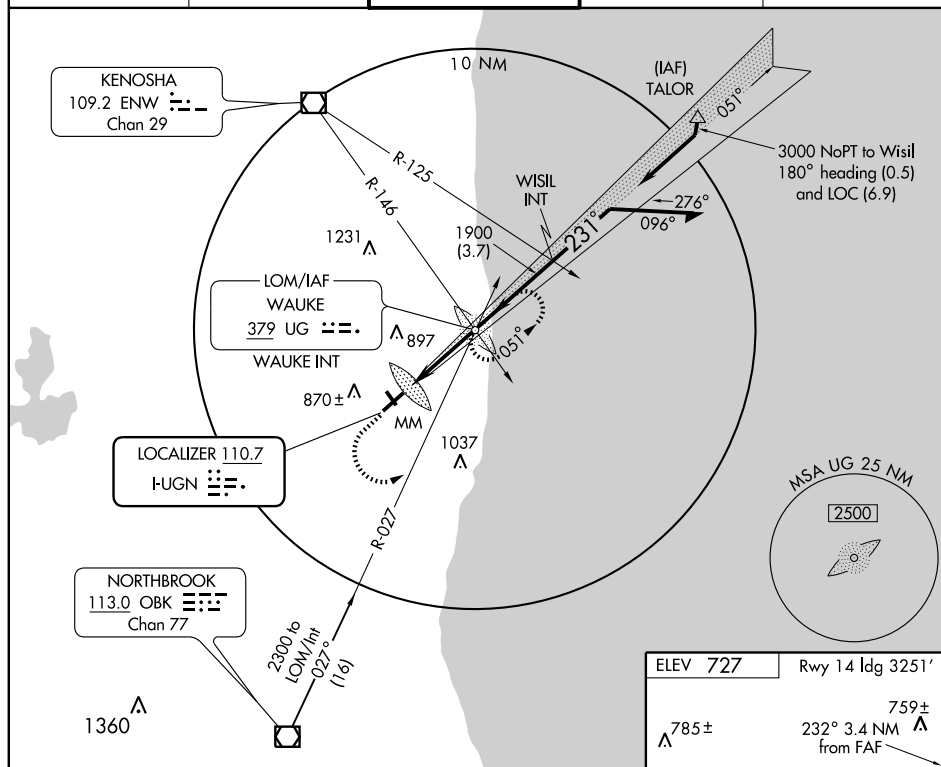
MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 to intercept OBK R-027 to LOM/INT and hold.


ATIS
132.4

CHICAGO APP CON
120.55 290.2

WAUKEGAN TOWER ★
120.05 (CTAF) 380.15

GND CON
121,65

UNICOM
122.95

1600 ↑	2300 ↖ OBK R-027 <u>113.0</u>	UG  <u>379</u>
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WAUKE
LOM/INT

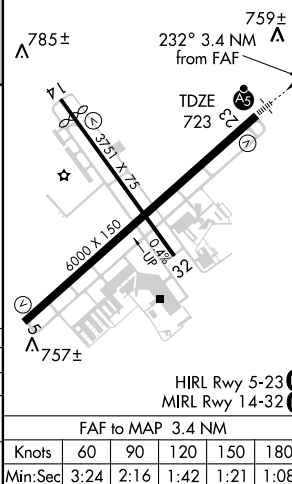
Remain
within 10 NM

$\alpha_1 = 2300$

$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 53}$$

CATEGORY	A	B	C	D
S-ILS 23	923-1/2 200 (200-1/2)			
S-LOC 23	1140-1/2 417 (500-1/2)			1140-3/4 417 (500-3/4)
CIRCLING	1180-1	453 (500-1)	1180-1 1/2 453 (500-1 1/2)	1280-2 553 (600-2)

ELEV 727	Rwy 14 Idg 3251'
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CHICAGO/WAUKEGAN, ILLINOIS
Amdt 4 08157

42° 25' N-87° 52' W

CHICAGO/WAUKEGAN RGNL (UGN)
ILG DMM 22

ILS RWY 23

WAAS CH 81812 W05A	APP CRS 051°	Rwy Idg TDZE Apt Elev	6000 725 727
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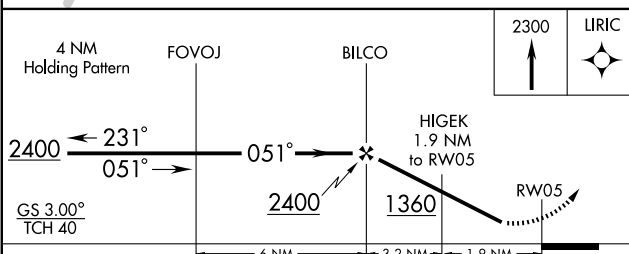
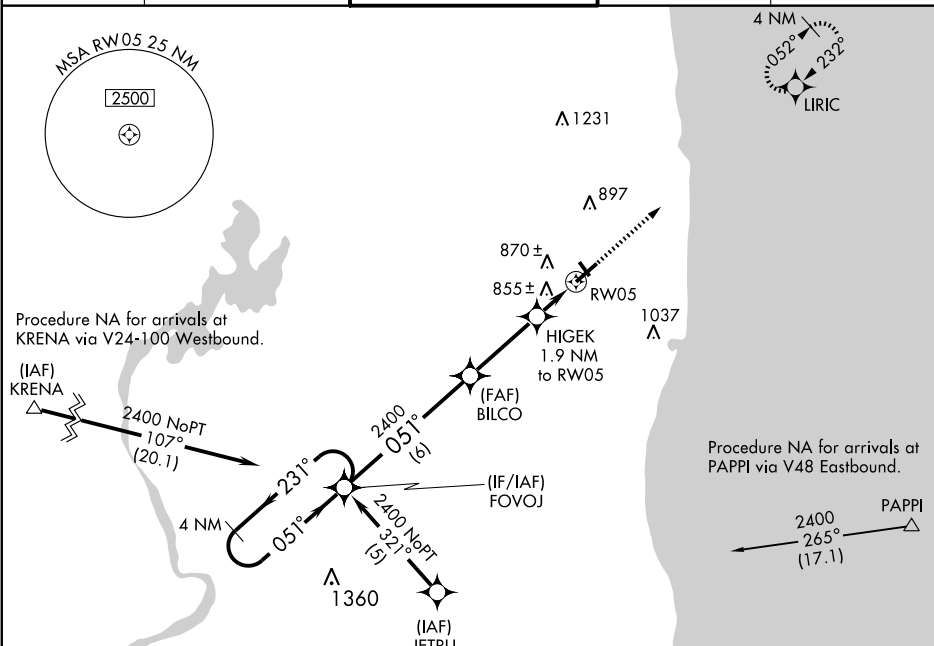
RNAV (GPS) RWY 5

CHICAGO/WAUKEGAN RGNL (UGN)

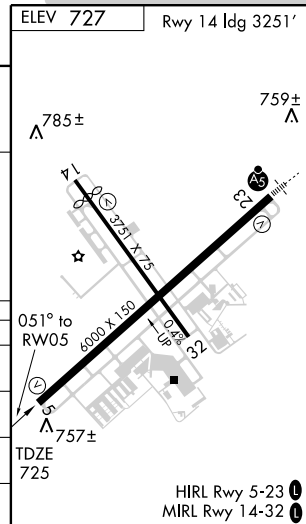
▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
When VGSI inoperative, straight-in/circling to Rwy 5 NA at night.
Circling to Rwy 14/32 NA at night.

MISSED APPROACH: Climb to
2300 direct LIRIC and hold.

ATIS 132.4	CHICAGO APP CON 120.55 290.2	WAUKEGAN TOWER ★ 120.05 (CTAF) 380.15	GND CON 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	990-1 265 (300-1)			
LNAV/VNAV DA	1140-1½ 415 (500-1½)			
LNAV MDA	1120-1	395 (400-1)	1120-1¼	395 (400-1¼)
CIRCLING	1180-1½	453 (500-1½)	1280-2	553 (600-2)



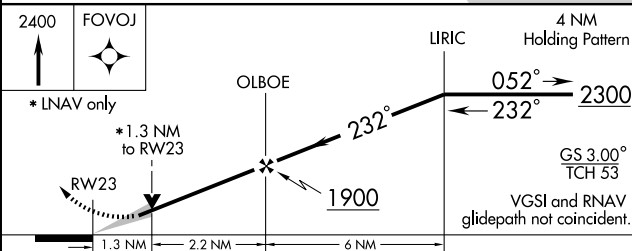
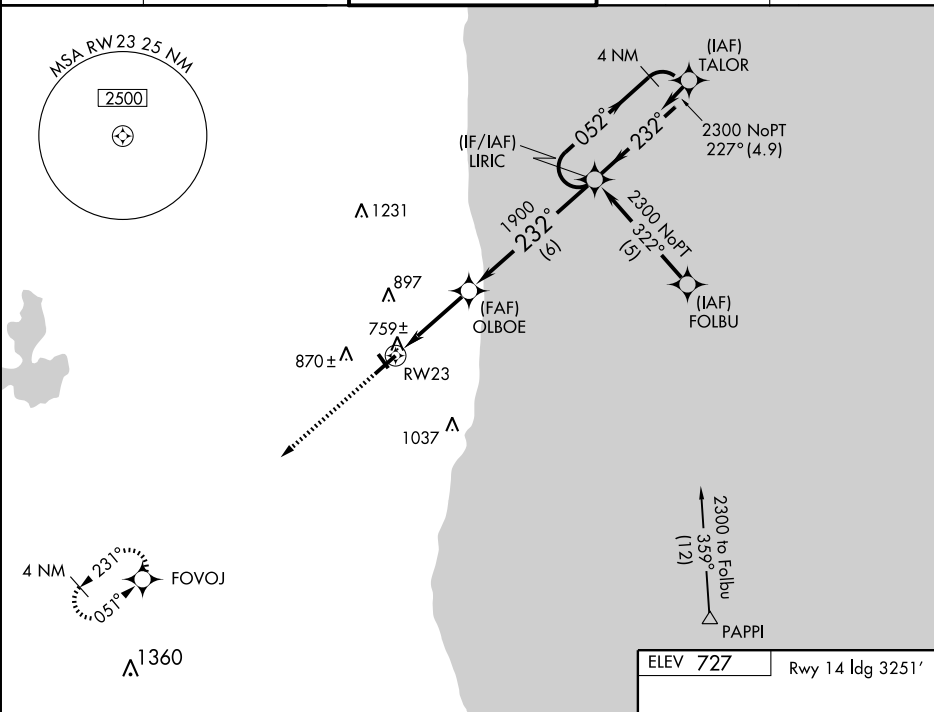
WAAS CH 86211 W23A	APP CRS 232°	Rwy Idg TDZE Apt Elev 727	6000 723 727
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RNAV (GPS) RWY 23

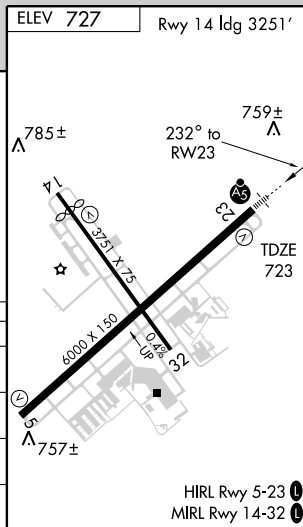
CHICAGO/WAUKEGAN RGNL (UGN)

▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4°F). Circling to Rwy 14/32 NA at night. For inoperative MALSR increase LPV visibility to 3/4 all Cats., and increase LNAV/VNAV Cat. D visibility to 1.	MALSR 	MISSED APPROACH: Climb to 2400 direct FOVOJ and hold.
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ATIS 132.4	CHICAGO APP CON 120.55 290.2	WAUKEGAN TOWER ★ 120.05 (CTAF) 380.15	GND CON 121.65	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	980-1/2 257 (300-1/2)			
LNAV/VNAV DA	1020-1/2 297 (300-1/2)			1020-3/4 297 (300-3/4)
LNAV MDA	1160-1/2 437 (500-1/2)		1160-3/4 437 (500-3/4)	1160-1 437 (500-1)
CIRCLING	1180-1 453 (500-1)		1180-1 1/2 453 (500-1/2)	1280-2 553 (600-2)



VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN

MILWAUKEE APP CON
126.5 307.0
GENERAL MITCHELL ATIS
126.4
TIMMERMAN ATIS
128.3
WAUKEGAN ATIS
132.4
KENOSHA ATIS
127.175
WAUKESHA ATIS
118.875

BADGER
116.4 BAE
Chan 111

JANESVILLE
114.3 JVL
Chan 90
N42° 33.48' - W89° 06.32'
L-28

JOLIET
112.3 JOT
Chan 70
N41° 32.79' - W88° 19.10'
L-28, H-5

VEENA
N42° 42.29'
W88° 18.23'

WAUKESHA
COUNTY

LAWRENCE J. TIMMERMAN

GENERAL
MITCHELL INTL

JOHN H. BATTEN

KENOSHA RGNL

WAUKEGAN
RGNL

ROODY
N41° 52.79'
W88° 18.86'

LEEDN
N41° 42.79'
W88° 18.98'

NOTE: RADAR Required.
NOTE: Joliet transition DME required.

NOTE: Chart not to scale.

JANESVILLE TRANSITION (JVL.VEENA2): From over JVL VOR/DME via JVL R-073 to VEENA INT. Thence . . .

JOLIET TRANSITION (JOT.VEENA2): From over JOT VORTAC via JOT R-359 to VEENA INT. Thence . . .

. . . Depart VEENA INT heading 050° for initial vector to final approach.

LOST COMMUNICATIONS: From VEENA INT proceed direct IAF for destination airport.

VEENA TWO ARRIVAL (VEENA.VEENA2)

MILWAUKEE, WISCONSIN

COLUMBIA

SACKMAN FLD (H49) 2 NW UTC-6(-5DT) N38°27.14' W90°14.16'

ST LOUIS

420 NOTAM FILE STL

RWY 03-21: 2450X150 (TURF) LIRL (NSTD)

RWY 03: P-line. **RWY 21:** Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Admin bldg can be accessed by ciper lock which has applicable instructions. P-line marked with orange balls. Rwy 03-21 NSTD LIRL due to uneven spacing and non-frangible mounts. For Rwy lgts key 122.9 3 clicks. Lgts go off after 15 min.

COMMUNICATIONS: CTAF 122.9

COMPTON

BRESSON (C82) 4 N UTC-6(-5DT) N41°45.75' W89°06.09'

CHICAGO

769 S4 TPA-1569(800) NOTAM FILE IKK

RWY 18-36: 2590X184 (TURF) LIRL (NSTD)

RWY 18: Thld dsplcd 292'. Dike. **RWY 36:** Thld dsplcd 320'. Road.

AIRPORT REMARKS: Attended 1400Z±-dusk. Arpt clsd winter months when snow covered except for ski equipped acft. For NSTD LIRL Rwy 18-36 call 815-628-7111/7431. Rwy 18 and Rwy 36 dsplcd thld marked with tires. Rwy 18-36 NSTD LIRL due to non-frangible mountings; spacing and ints.

COMMUNICATIONS: CTAF/UNICOM 123.0

COTTONWOOD (See ROCKFORD)

CUSHING FLD LTD (See NEWARK)

DACY (See HARVARD)

DANVILLE N40°17.63' W87°33.43' NOTAM FILE DNV.

CHICAGO

(L) VORTAC 111.0 DNV Chan 47 195° 5.9 NM to Vermilion Rgnl. 700/2E.

H-5E, 4H, L-27D

RCO 122.1R 111.0T (ST LOUIS RADIO)

DANVILLE

VERMILION RGNL (DNV) 4 NE UTC-6(-5DT) N40°11.98' W87°35.73'

CHICAGO

697 B S4 FUEL 100LL, JET A NOTAM FILE DNV

H-5E, L-27D

RWY 03-21: H6002X100 (ASPH-PFC) S-50, D-75, 2S-95 HIRL 0.8% up NE

IAP

RWY 03: VASI(V4L)—GA 3.0° TCH 41'. Tree.

RWY 21: MALSR. PAPI(P4L).

RWY 16-34: H3999X100 (ASPH-GRVD) S-40, D-50 MIRL
0.6% up N

RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 26'. Tree.

RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 26'. Road.

AIRPORT REMARKS: Attended 1300-0400Z±. HIRL Rwy 03-21 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 21, MIRL Rwy 16-34, VASI Rwy 03, Rwy 16 and Rwy 34, PAPI Rwy 21, REIL Rwys 16 and 34—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (217) 442-4660.

COMMUNICATIONS: CTAF/UNICOM 122.7.

DANVILLE RCO 122.1R 111.0T (ST LOUIS RADIO)

® CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z±)

CHICAGO CENTER APP/DEP CON 135.75 (0500-1200Z±)

CHAMPAIGN CLNC DEL 121.7

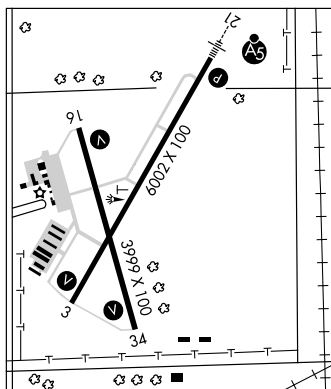
AIRSPACE: CLASS E svc 1200-1800Z± and 0200-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DNV.

DANVILLE (L) VORTAC 111.0 DNV Chan 47 N40°17.63' W87°33.43' 195° 5.9 NM to fld. 700/2E.

JULIP NDB (LOM) 332 DN N40°17.37' W87°31.78' 209° 6.2 NM to fld.

ILS 108.5 I-DNV Rwy 21. LOM JULIP NDB. Unmonitored.



LOC I-DNV	APP CRS	Rwy Idg	6002
<u>108.5</u>	209°	TDZE	697
		Apt Elev	697

ILS or LOC RWY 21
DANVILLE/VERMILION RGNL (DNV)

T If local altimeter not received, use University of Illinois-
A Willard altimeter setting, and increase all DAs/MDAs
100 feet.

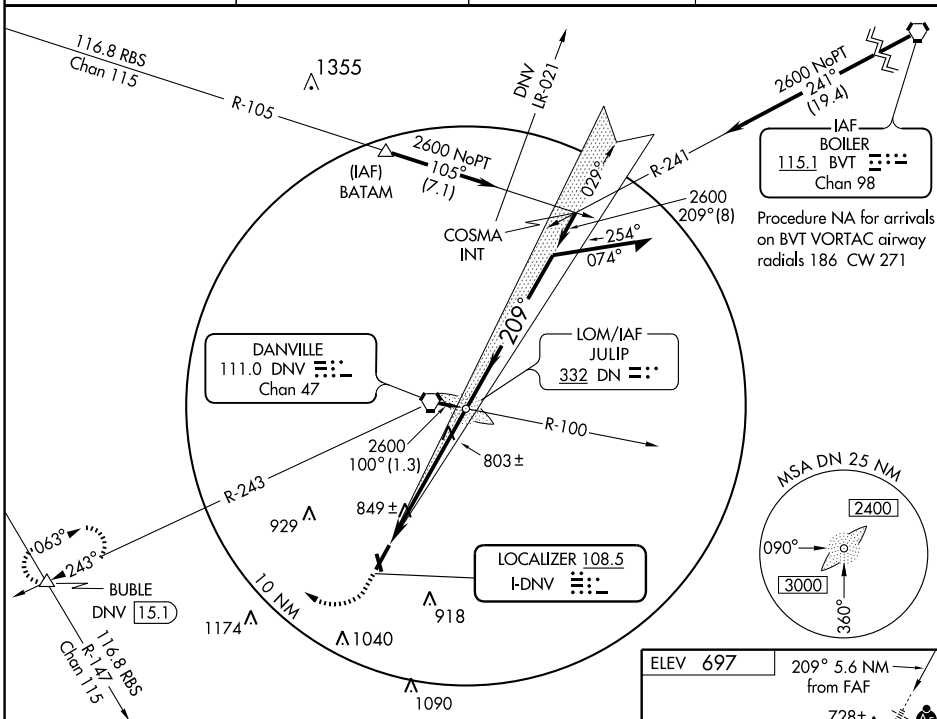
MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn to 2600 via DNV R-243 to BUBLE Int and hold.

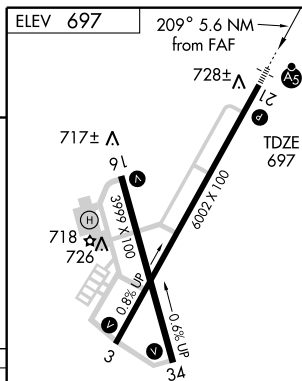
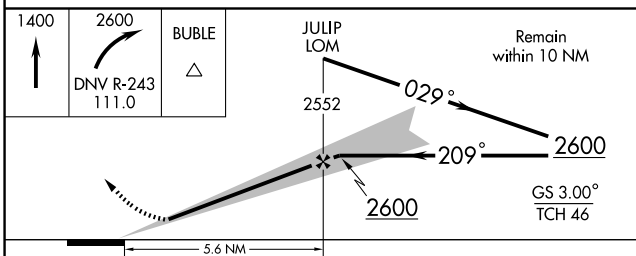
AWOS-3
119.275

CHAMPAIGN APP CON ★
121.35 291.0

CLNC DEL
121.7

UNICOM
122.7 (CTAF) **L**

EC-3. 23 SEP 2010 to 21 OCT 2010



CATEGORY	A	B	C	D
S-ILS 21	897- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 21	1060- $\frac{1}{2}$ 363 (400- $\frac{1}{2}$)			1060- $\frac{3}{4}$ 363 (400- $\frac{3}{4}$)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1 $\frac{1}{2}$ 463 (500-1 $\frac{1}{2}$)	1260-2 563 (600-2)

HIRL Rwy 3-21 **L**
MIRL Rwy 16-34 **L**
REIL Rwy 16 and 34 **L**

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

APP CRS	Rwy Idg	6002
030°	TDZE	674
	Apt Elev	697

RNAV (GPS) RWY 3

DANVILLE/VERMILION RGNL (DNV)

⚠ If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

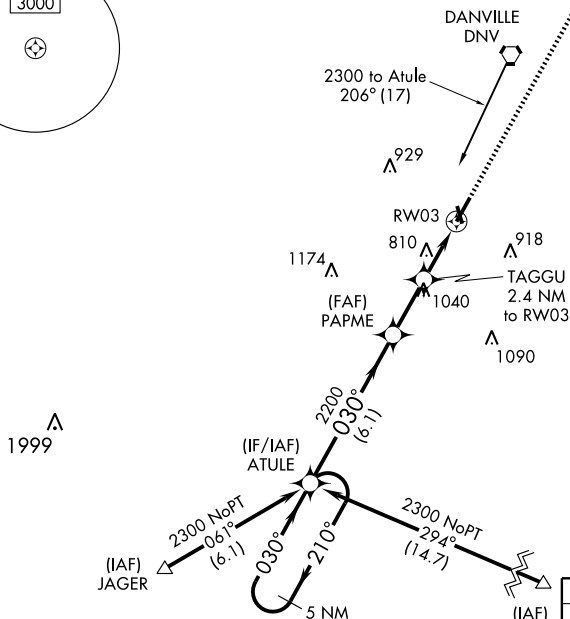
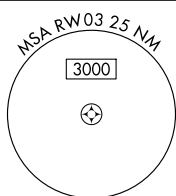
MISSED APPROACH: Climb to 2600 direct COSMA and hold.

AWOS-3
119.275

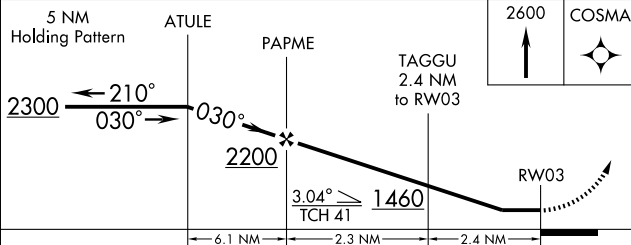
CHAMPAIGN APP CON ★
121.35 291.0

CLNC DEL
121.7

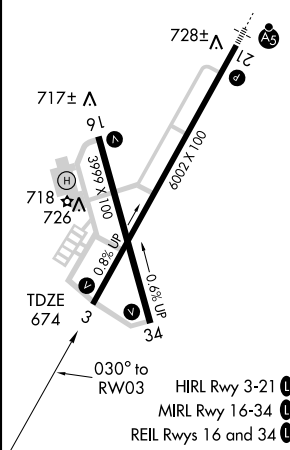
UNICOM
122.7 (CTAF) 0



ELEV 697



CATEGORY	A	B	C	D
LNAV MDA	1120-1 446 (500-1)	1120-1 1/4 446 (500-1 1/4)	1120-1 1/2 446 (500-1 1/2)	1120-1 1/2 446 (500-1 1/2)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1 1/2 463 (500-1 1/2)	1260-2 563 (600-2)



WAAS CH 58004 W21A	APP CRS 210°	Rwy Idg 6002 TDZE 697 Apt Elev 697
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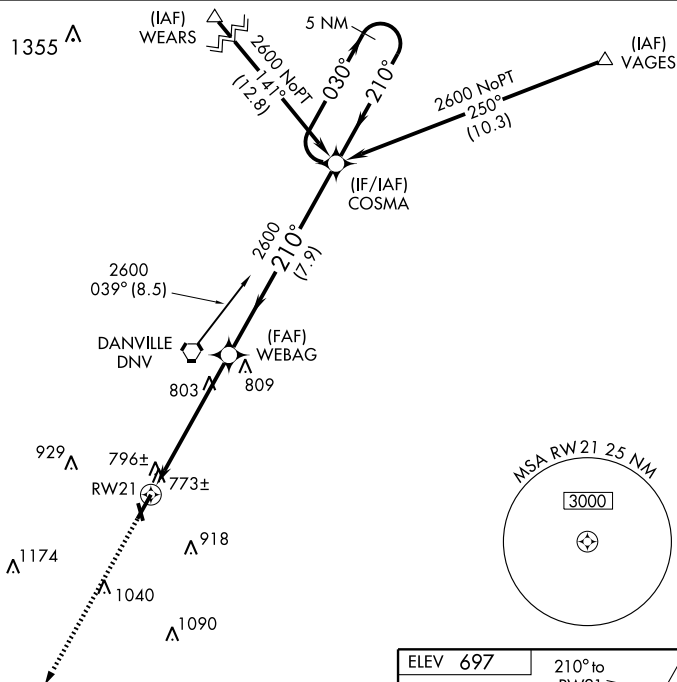
RNAV (GPS) RWY 21
DANVILLE/VERMILION RGNL (DNV)

If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using University of Illinois-Willard altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1½ mile. DME/DME RNP-0.3 NA.

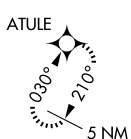


MISSED APPROACH: Climb to 2300 direct ATULE and hold.

AWOS-3 119.275	CHAMPAIGN APP CON ★ 121.35 291.0	CLNC DEL 121.7	UNICOM 122.7 (CTAF) 0
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MISSED APCH FIX

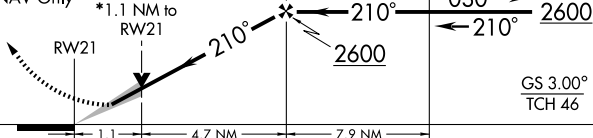


2300	ATULE
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* INAV On

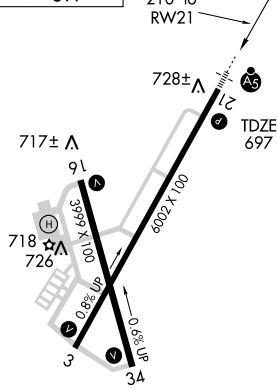
*1.1 NM to
RW21



CATEGORY	A	B	C	D
LPV DA	990-1/2 293 (300-1/2)			
LNAV/ VNAV DA	1069-3/4 372 (400-3/4)			
LNAV MDA	1080-1/2 383 (400-1/2)			1080-1 383 (400-1)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1 1/2 463 (500-1 1/2)	1260-2 563 (600-2)

ELEV 697

697	210° to	/
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HIRL Rwy 3-21 **L**
MIRL Rwy 16-34 **L**
REIL Rws 16 and 34 **L**

APP CRS	Rwy Idg	3999
345°	TDZE	667
	Apt Elev	697

RNAV (GPS) RWY 34

DANVILLE/VERMILION RGNL (DNV)

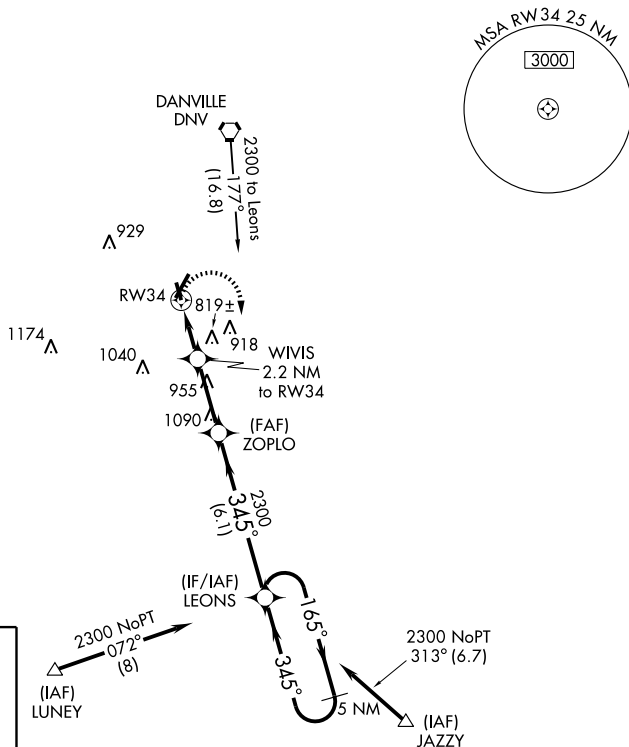
- T** If local altimeter setting not received, use University of
A Illinois-Willard altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2300 direct LEONS and hold.

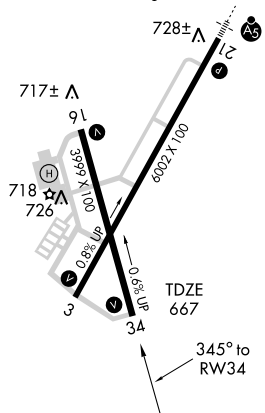
AWOS-3
119,275

CHAMPAIGN APP CON ★
121,35 291,0

CLNC DEL
121.7

UNICOM
122.7 (CTAF) **L**

ELEV 697

HIRL Rwy 3-21 **L**MIRL Rwy 16-34 **L**REIL Rwys 16 and 34 **L**[illegible]

VORTAC DNV
111.0
Chan 47

APP CRS
016°

Rwy Idg 6002
TDZE 674
Apt Elev 697

VOR/DME RWY 3
DANVILLE/VERMILION RGNL (DNV)

▼ If local altimeter setting not received, use University of Illinois-Willard
altimeter setting and increase all MDAs 100 feet.
▲ Visibility reduction by helicopters NA.

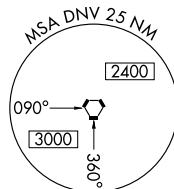
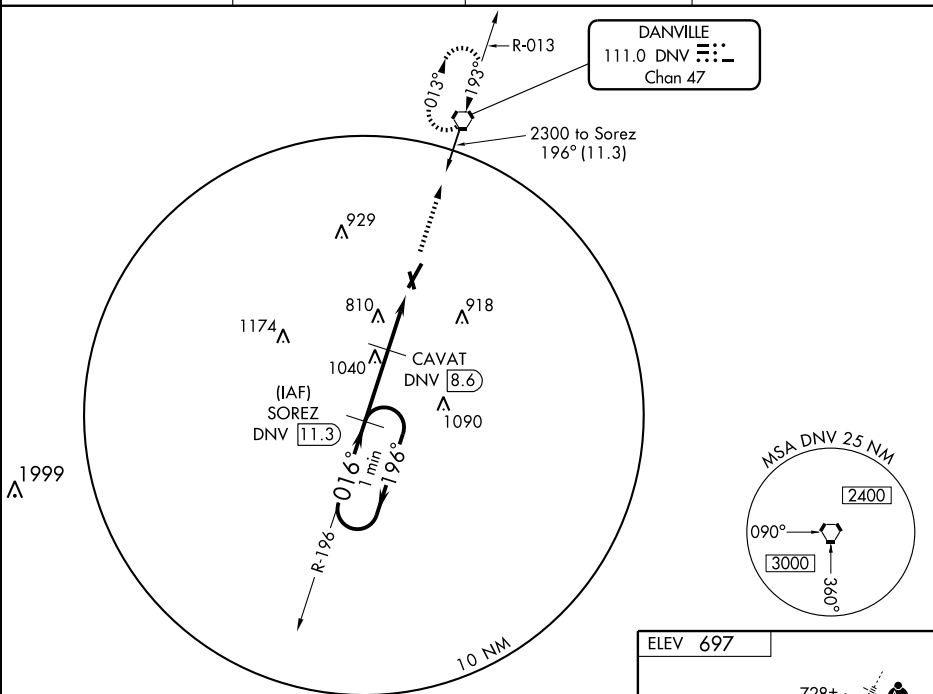
MISSED APPROACH: Climb to 2300
direct DNV VORTAC and hold.

AWOS-3
119.275

CHAMPAIGN APP CON ★
121.35 291.0

CLNC DEL
121.7

UNICOM
122.7 (CTAF) ①

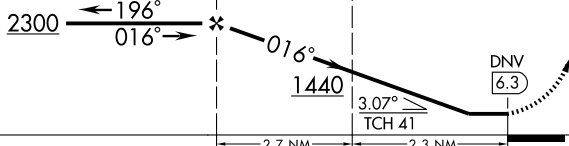


One Minute
Holding Pattern

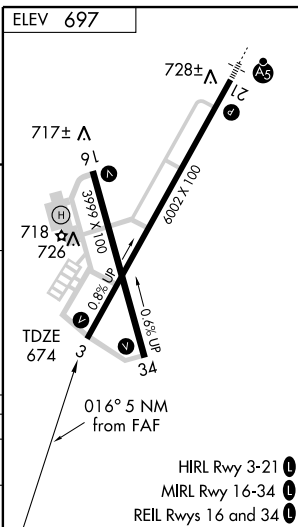
SOREZ
DNV 11.3

CAVAT
DNV 8.6

2300 DNV
111.0



CATEGORY	A	B	C	D
S-3	1120-1	446 (500-1)	1120-1¼ 446 (500-1¼)	1120-1½ 446 (400-1½)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1½ 463 (500-1½)	1260-2 563 (600-2)



HIRL Rwy 3-21 ①

MIRL Rwy 16-34 ①

REIL Rws 16 and 34 ①

VORTAC DNV
111.0
Chan 47

APP CRS
193°

Rwy Idg	6002
TDZE	697
Apt Elev	697

VOR RWY 21

DANVILLE/VERMILION RGNL (DNV)



If local altimeter setting not received, use University of Illinois-Willard altimeter setting and increase all MDAs 100 feet. VDP NA when using University of Illinois-Willard altimeter setting. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-21 Cats A and B visibility to 1, and Cat D visibility to 1/4.



MISSED APPROACH:
Climbing right turn to 2400
direct DNV VORTAC and hold.

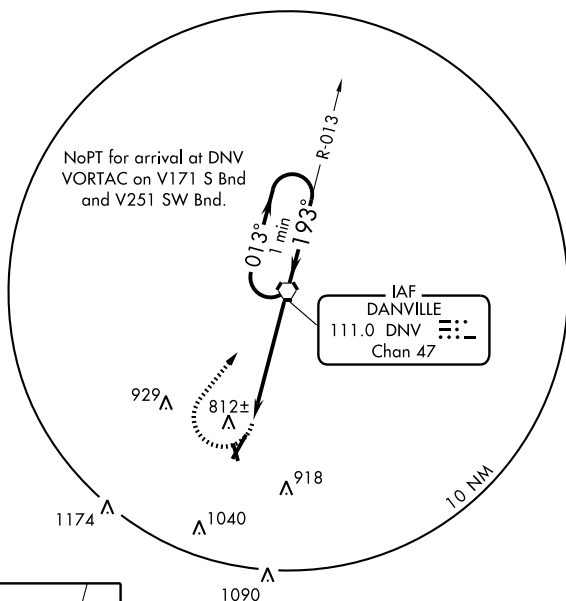
AWOS-3
119.275

CHAMPAIGN APP CON ★
121.35 291.0

CLNC DEL
121.7

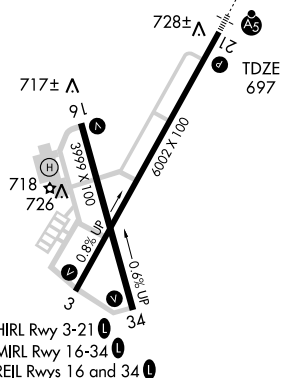
UNICOM
122.7 (CTAF) **L**

1355^Λ



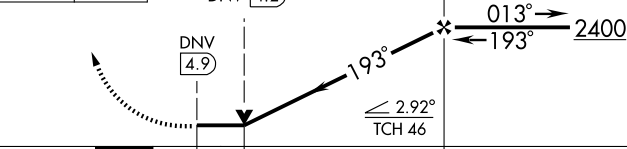
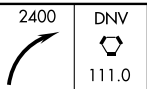
ELEV 697

93° 5.3 NM
from FAF

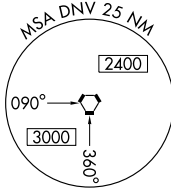


FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min-Sec	4:54	3:14	2:27	1:59	1:38



CATEGORY	A	B	C	D
S-21	1100- ³ / ₄ 403 (500- ³ / ₄)			1100-1 403 (500-1)
CIRCLING	1120-1 423 (500-1)	1160-1 463 (500-1)	1160-1 ¹ / ₂ 463 (500-1 ¹ / ₂)	1260-2 563 (600-2)



DE KALB TAYLOR MUNI (DKB) 2 E UTC-6(-5DT) N41°56.03' W88°42.34'

914 B S2 FUEL 100LL, JET A1 + TPA—See Remarks NOTAM FILE DKB

RWY 02-20: H7026X100 (ASPH-GRVD) S-25, D-80 MIRL

RWY 02: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 55'. Railroad.

RWY 20: REIL. PAPI(P2L)—GA 3.25° TCH 27'. Tree.

RWY 09-27: H4201X75 (ASPH-GRVD) S-25, D-80 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 21'. Tree.

AIRPORT REMARKS: Attended Nov-Mar 1330-2300Z, Apr-Oct 1330-0000Z. TPA 1914(1000) for piston acft and 2414(1500) for jet acft. MIRL Rwy 02-20 preset low ints, to increase ints and ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and PVASI Rwy 27, REIL Rwys 09, 27, 02 and 20 and MALSR Rwy 02—CTAF. PAPI Rwys 02 and 20 operates 24 hrs. MIRL Rwy 09-27 opr dusk-dawn.

WEATHER DATA SOURCES: AWOS-3 119.075 (815) 748-2350.**COMMUNICATIONS:** CTAF/UNICOM 122.7

① CHICAGO APP/DEP CON 133.5

GCO 121.725 (CHICAGO-O HARE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42'

W88°21.01' 277° 16.1 NM to fld. 838/2E.

NDB (MHW) 209 DKB N41°56.04' W88°42.44' at

fld. NOTAM FILE DKB.

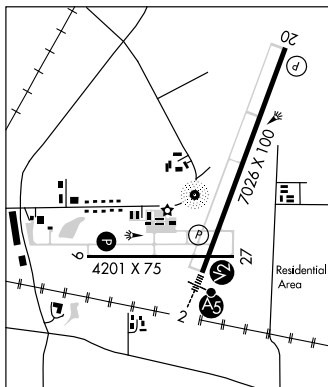
ILS/DME 109.95 I-DJK Chan 36Y Rwy 02. Class IT. LOC only.

COMM/NAV/WEATHER REMARKS: GCO OTS indef.

CHICAGO

H-5E, L-28H

IAP

**DIXON MUNI-CHARLES R. WALGREEN FLD** (C73) 1 E UTC-6(-5DT) N41°50.02' W89°26.77'

785 B S4 FUEL 100LL, JET A TPA-1585(800) NOTAM FILE IKK

RWY 08-26: H3899X75 (ASPH) S-12 MIRL

RWY 08: REIL. Tree.

RWY 26: PAPI(P4L)—GA 3.0° TCH 20'. Pole.

RWY 12-30: H2803X75 (ASPH) S-12 MIRL 0.3% up E

RWY 12: Stack. RWY 30: Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat 1400-1800Z, Sun on call. For attendant call 815-667-0161 or 815-440-6557. Self fueling avbl 24 hr. MIRL Rwy 12-30 preset on low ints SS-SR; to increase ints and ACTIVATE MIRL Rwy 08-26, REIL Rwy 08, PAPI Rwy 26—CTAF. Twys have edge reflectors with no lgts.

COMMUNICATIONS: CTAF/UNICOM 123.05

POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

① ROCKFORD APP/DEP CON 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

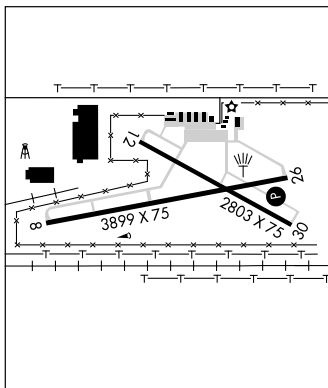
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 153° 8.7 NM to fld. 840/3E. HIWAS.

CHICAGO

L-28H

IAP



LOC/DME I-DJK 109.95 Chan 36 (Y)	APP CRS 022°	Rwy Idg TDZE Apt Elev 914	7026 913 914
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ILS or LOC RWY 2

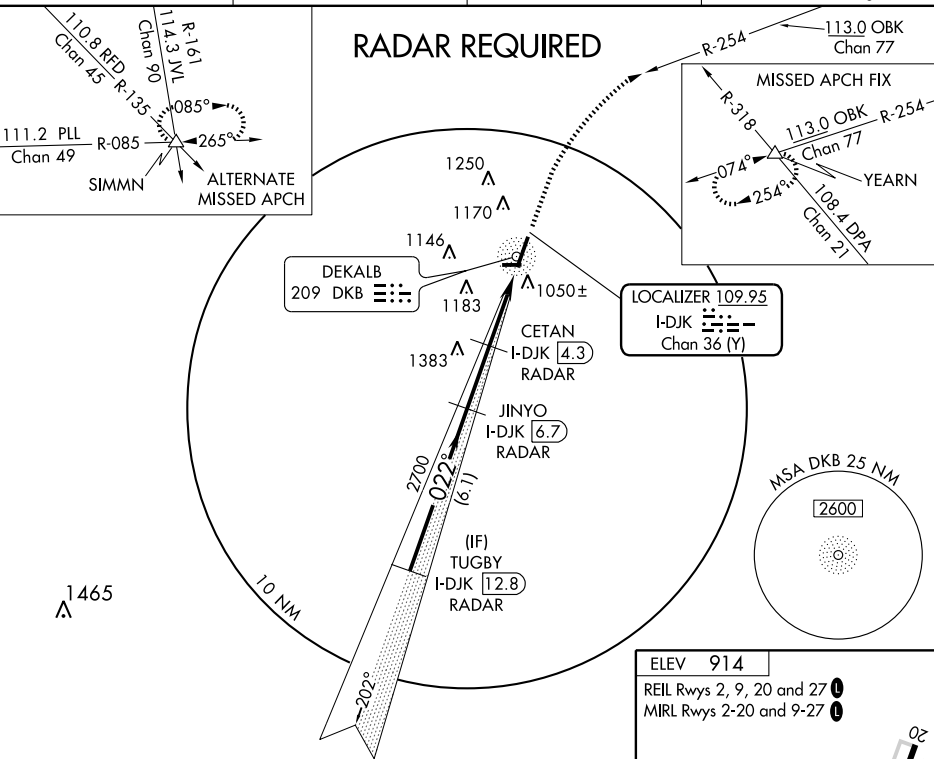
DE KALB TAYLOR MUNI (DKB)

▼ DME or RADAR Required. VDP NA when using Aurora altimeter setting.
▲ When local altimeter setting not received, use Aurora altimeter setting and increase DA 95 feet and all MDA 80 feet, increase S-ILS 2 all Cats., S-LOC 2 Cat. C and D, and Circling Cat. C and D visibility $\frac{1}{4}$ mile.

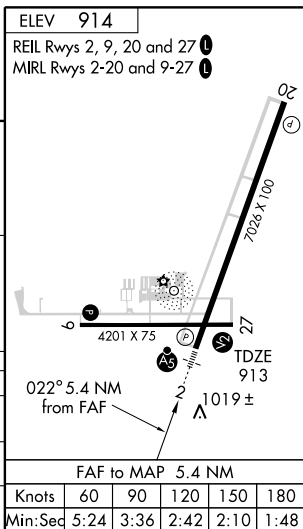


MISSED APPROACH: Climb to 3000 via heading 022° and OBK VOR/DME R-254 to YEARN Int and hold.

AWOS-3 119.075	CHICAGO APP CON 133.5 349.0	GCO 121.725	UNICOM 122.7 (CTAF) 0
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TUGBY I-DJK [12.8] RADAR	JINYO I-DJK [6.7] RADAR	CETAN I-DJK [4.3] RADAR	I-DJK [2.4]	I-DJK [1.3]	YEARN △
2700	2700	2700	2700	2700	3000
GS 3.00° TCH 55	022°	022°	022°	022°	022°
6.1 NM	2.4 NM	1.9 NM	1.1 NM		
CATEGORY	A	B	C	D	
S-ILS 2	1113- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)			
S-LOC 2	1280-1	367 (400-1)			
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1 $\frac{3}{4}$ 626 (700-1 $\frac{3}{4}$)	1540-2 626 (700-2)	



NDB DKB 209	APP CRS 288°	Rwy Idg TDZE Apt Elev	4201 912 915
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NDB RWY 27

DE KALB TAYLOR MUNI (DKB)



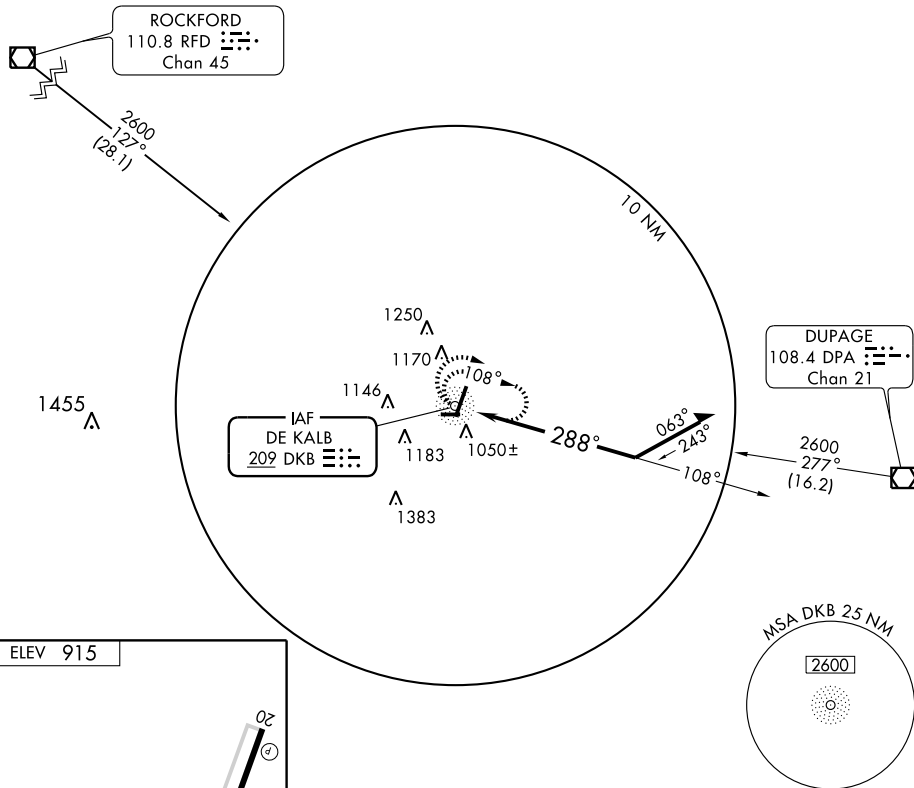
MISSED APPROACH: Climbing right turn
to 2600 in DKB NDB holding pattern.

AWOS-3
119.075

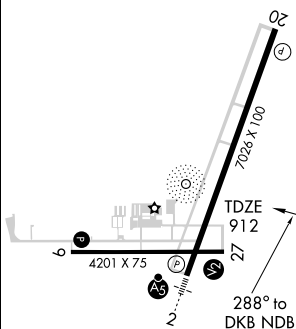
CHICAGO APP CON
133.5 349.0

GCO
121.725

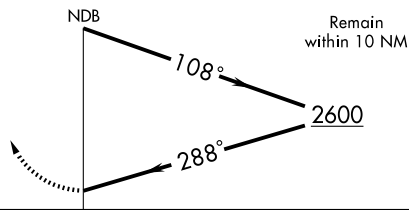
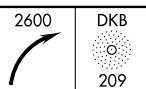
UNICOM
122.7 (CTAF) **1**



ELEV 915



REIL Rwy 2, 9, 20 and 27 **1**
MIRL Rwy 2-20 and 9-27 **1**



CATEGORY	A	B	C	D
S-27	1460-1	548 (600-1)	1460-1½ 548 (600-1½)	1460-1¾ 548 (600-1¾)
CIRCLING	1460-1	545 (600-1)	1540-1¾ 625 (700-1¾)	1540-2 625 (700-2)

WAAS CH 58109 W02A	APP CRS 021°	Rwy Idg TDZE 913 Apt Elev 914
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RNAV (GPS) RWY 2

DE KALB TAYLOR MUNI (DKB)

Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
 ▼ DME/DME RNP-0.3 NA. VDP NA when using Aurora altimeter setting. When local
 ▲ altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility ½ mile.



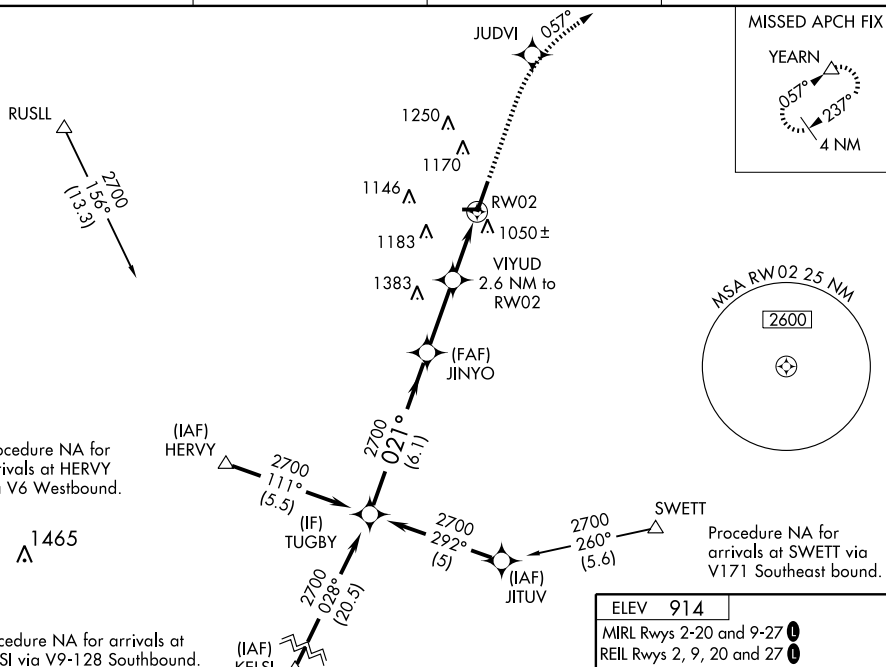
MISSED APPROACH:
Climb to 3000 direct JUDVI and via 057° track to YEARN and hold.

AWOS-3
119.075

CHICAGO APP CON
133.5 349.0

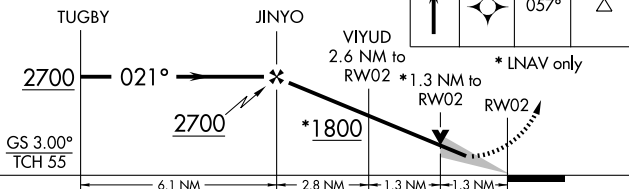
GCO
121.725

UNICOM
122.7 (CTAF) 0



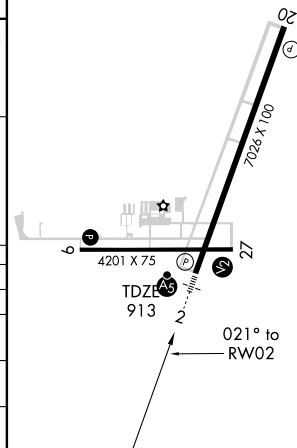
Procedure NA for arrivals at KELSI via V9-128 Southbound.

Procedure Turn NA



CATEGORY	A	B	C	D
LPV DA	1207-1 294 (300-1)			
LNAV/VNAV DA	1360-1½ 447 (500-1½)			
LNAV MDA	1360-1 447 (500-1)	1360-1¼ 447 (500-1¼)	1360-1½ 447 (500-1½)	
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1¾ 626 (700-1¾)	1540-2 626 (700-2)

ELEV 914
MIRL Rwy 2-20 and 9-27
REIL Rwy 2, 9, 20 and 27



WAAS CH 82208 W09A	APP CRS 092°	Rwy Idg TDZE Apt Elev	4201 912 914
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RNAV (GPS) RWY 9

DE KALB TAYLOR MUNI (DKB)

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility $\frac{1}{4}$ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OPIKE and hold.

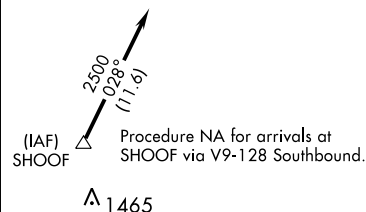
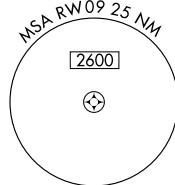
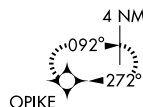
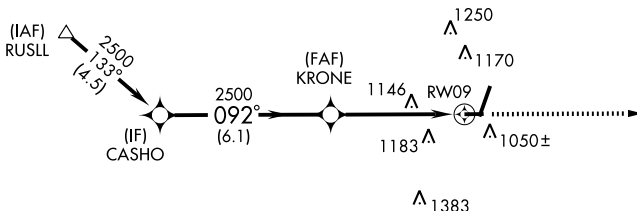
AWOS-3
119.075

CHICAGO APP CON
133.5 349.0

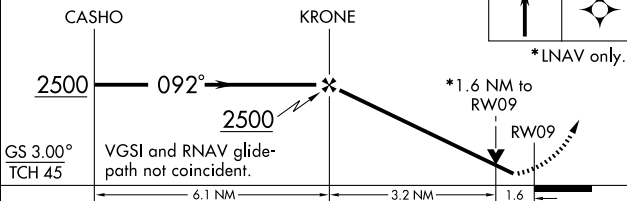
GCO
121.725

UNICOM
122.7 (CTAF) **1**

Procedure NA for arrivals at
RUSLL via V172 Westbound.

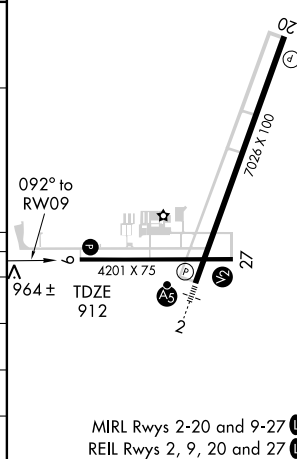


Procedure
Turn NA



CATEGORY	A	B	C	D
LPV DA	1186-1	274 (300-1)		
LNAV/VNAV DA	1543-2 $\frac{1}{4}$	631 (700-2 $\frac{1}{4}$)		
LNAV MDA	1460-1	548 (600-1)	1460-1 $\frac{1}{2}$ 548 (600-1 $\frac{1}{2}$)	1460-1 $\frac{3}{4}$ 548 (600-1 $\frac{3}{4}$)
CIRCLING	1460-1 546 (600-1)	1480-1 566 (600-1)	1540-1 $\frac{3}{4}$ 626 (700-1 $\frac{3}{4}$)	1540-2 626 (700-2)

ELEV 914



WAAS CH 50409 W20A	APP CRS 202°	Rwy Idg TDZE Apt Elev	7026 905 914
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RNAV (GPS) RWY 20

DE KALB TAYLOR MUNI (DKB)

Baro-VNAV NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Aurora altimeter setting. When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cat. D visibility, and Circling Cats. C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 2700 direct TUGBY and hold.

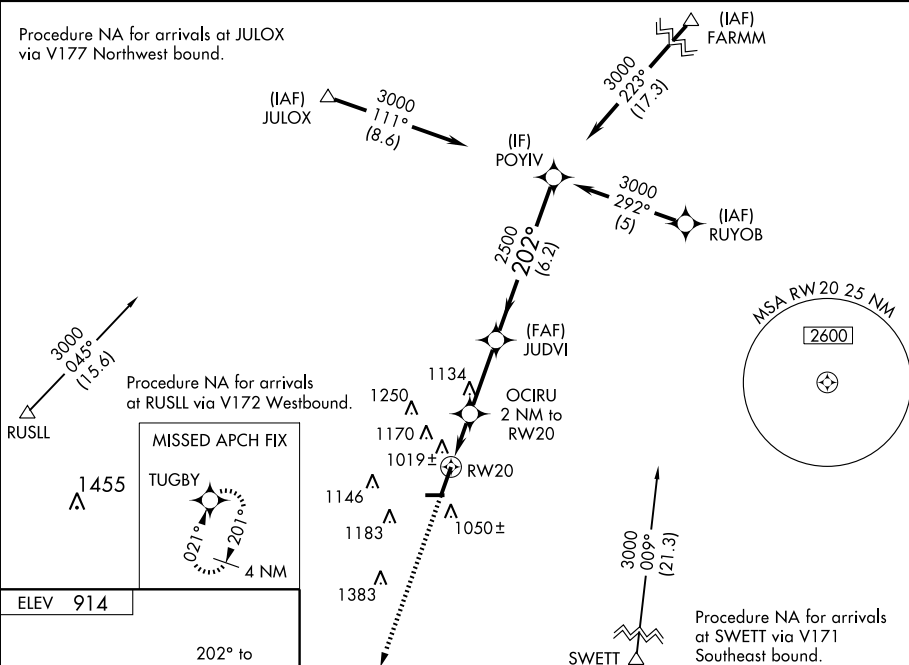
AWOS-3
119.075

CHICAGO APP CON
133.5 349.0

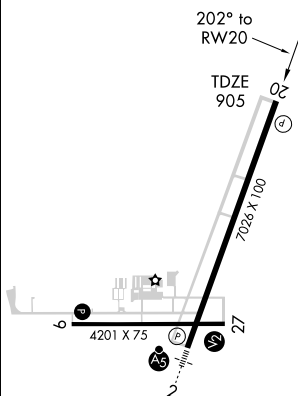
GCO
121.725

UNICOM
122.7 (CTAF) **1**

Procedure NA for arrivals at JULOX via V177 Northwest bound.



ELEV **914**



2700 TUGBY

VGSI and RNAV glidepath not coincident.

*LNAV only

RW20

*1.2 NM to RW20

OCIRU 2 NM to RW20

*1580

2500

POYIV 3000

Procedure Turn NA

GS 3.00°
TCH 45

CATEGORY	A	B	C	D
LPV DA	1155-3/4	250 (300-3/4)		
LNAV/VNAV DA	1430-1 3/4	525 (600-1 3/4)		
LNAV MDA	1320-1 415 (500-1)	1320-1 1/4 415 (500-1 1/4)		
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1 3/4 626 (700-1 3/4)	1540-2 626 (700-2)

MIRL Rwy 2-20 and 9-27 **1**
REIL Rwy 2, 9, 20 and 27 **1**

WAAS CH 72709 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	4201 912 914
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RNAV (GPS) RWY 27

DE KALB TAYLOR MUNI (DKB)

When local altimeter setting not received, use Aurora altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cats. C/D visibility, and Circling Cats. C/D visibility $\frac{1}{4}$ mile. Baro-VNAV NA when using Aurora altimeter setting. VDP NA when using Aurora altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

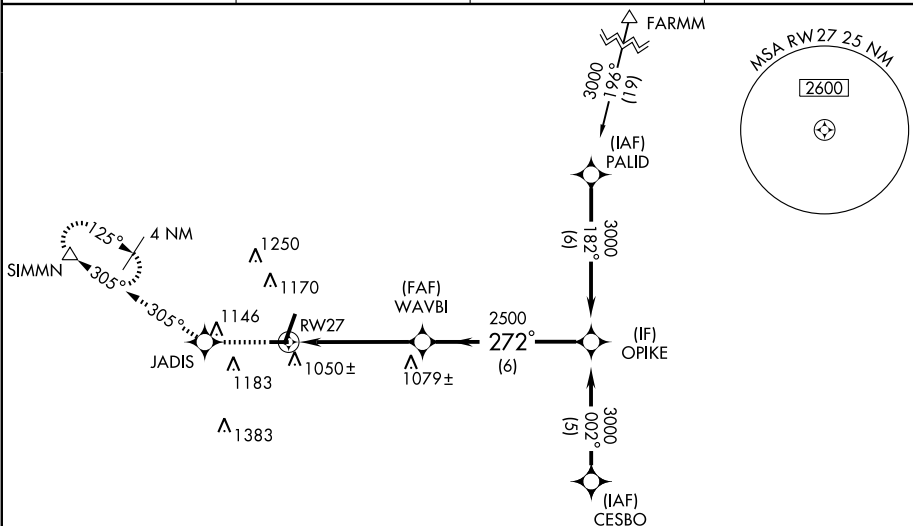
MISSED APPROACH: Climb to 3000 direct JADIS and via 305° track to SIMMN and hold.

AWOS-3
119.075

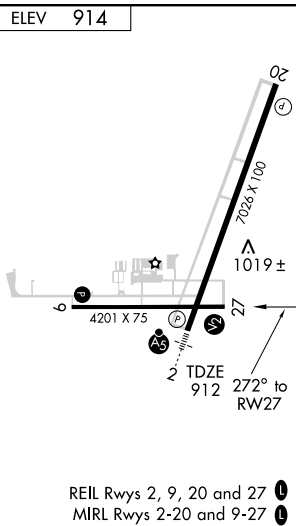
CHICAGO APP CON
133.5 349.0

GCO
121.725

UNICOM
122.7 (CTAF) **1**



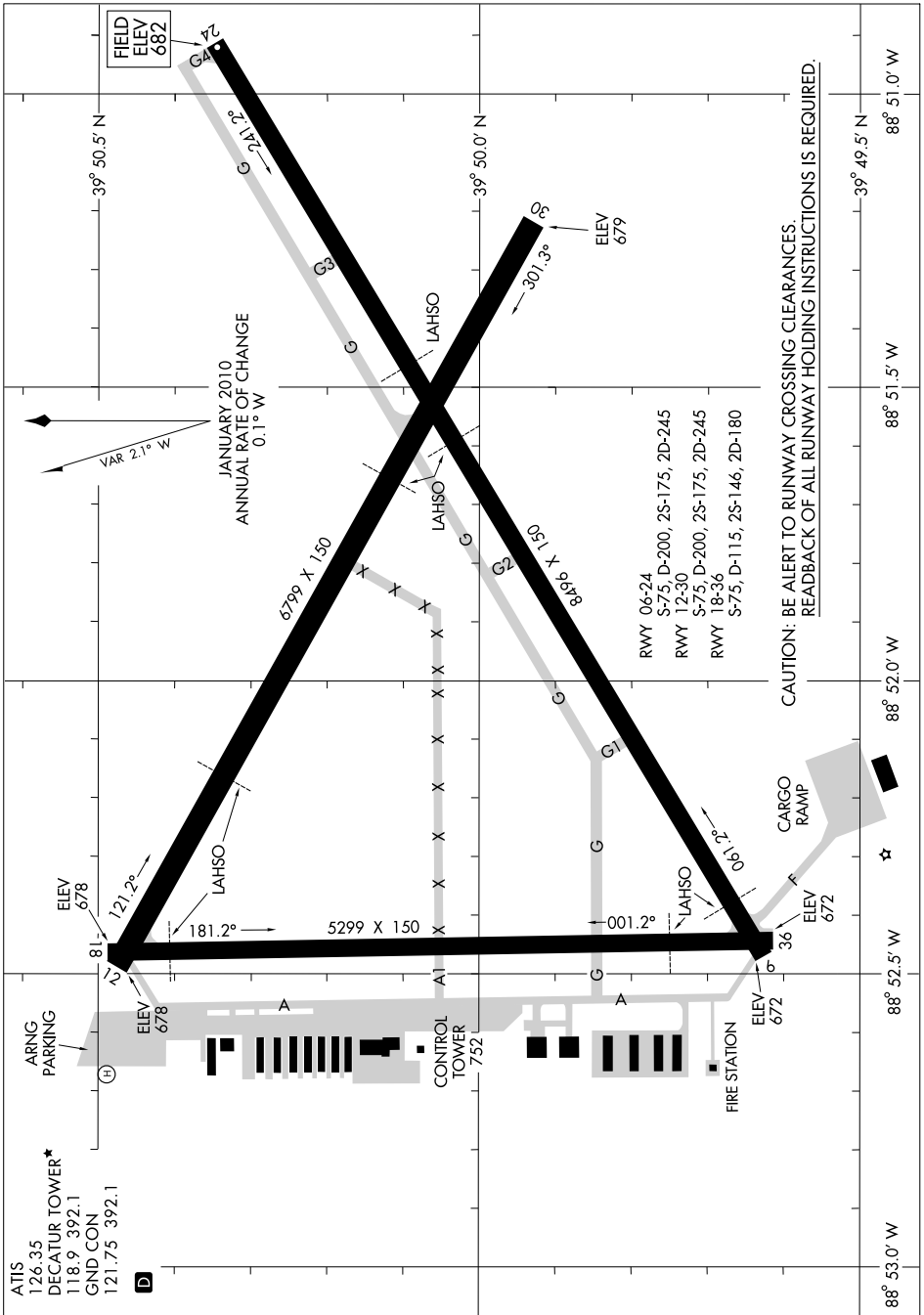
ELEV 914



REIL Rwy 2, 9, 20 and 27 **1**
MRL Rwy 2-20 and 9-27 **1**

CATEGORY	A	B	C	D
LPV DA	1162- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			
LNAV/VNAV DA	1317-1 $\frac{1}{2}$ 405 (500-1 $\frac{1}{2}$)			
LNAV MDA	1360-1	448 (500-1)	1360-1 $\frac{1}{4}$ 448 (500-1 $\frac{1}{4}$)	1360-1 $\frac{1}{2}$ 448 (500-1 $\frac{1}{2}$)
CIRCLING	1360-1 446 (500-1)	1480-1 566 (600-1)	1540-1 $\frac{3}{4}$ 626 (700-1 $\frac{3}{4}$)	1540-2 626 (700-2)

EC-3, 23 SEP 2010 to 21 OCT 2010



EC-3. 23 SEP 2010 to 21 OCT 2010

DECATUR (DEC) 4 E UTC-6(-5DT) N39°50.02' W88°51.94'

682 B FUEL 100LL JET A OX 2, 4 Class II, ARFF Index A NOTAM FILE DEC

ST LOUIS

H-5E, L-27C

RWY 06-24: H8496X150 (ASPH-CONC-GRVD) S-75, D-200, 2S-175, 2D-245 MIRL

IAP, AD

RWY 06: MALSR. Road.

RWY 24: VASI(V4L)—GA 3.0° TCH 41'.

RWY 12-30: H6799X150 (ASPH-CONC-GRVD) S-75, D-200,

2S-175, 2D-245 MIRL

RWY 12: Tree. RWY 30: PAPI(P4L).

RWY 18-36: H5299X150 (ASPH-GRVD) S-75, D-115, 2S-146,

2D-180 MIRL

RWY 18: PAPI(P4L)—GA 3.0° TCH 41'. Trees.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 42'. Pole.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	12-30	4800
RWY 12	06-24	4450
RWY 18	06-24	4450
RWY 24	12-30	3000
RWY 24	18-36	8000
RWY 30	18-36	5050
RWY 36	12-30	4800

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA-8496	TODA-8496	ASDA-8496	LDA-8496
RWY 12:	TORA-6799	TODA-6799	ASDA-6799	LDA-6799
RWY 18:	TORA-5299	TODA-5299	ASDA-5299	LDA-5299
RWY 24:	TORA-8496	TODA-8496	ASDA-8496	LDA-8496
RWY 30:	TORA-6799	TODA-6799	ASDA-6799	LDA-6799
RWY 36:	TORA-5299	TODA-5299	ASDA-5299	LDA-5299

AIRPORT REMARKS: Attended Mon-Fri continuously, Sat-Sun

1300-0330Z†. Birds; deer and other wildlife on and in/ov arpt.

Snow removal ops in progress winter months; vehicle opr will be monitoring CTAF; acft ldg/dep use CTAF when twr clsd. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 217-428-2423 or 217-428-8836. PPR for AARF index B call arpt manager. Rwy 12 and Rwy 18 apch ends are closely aligned. Rwy 06 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. N ramp from Hangar B to Hangar G closed to acft over 12,500 lbs. Glider ops by written approval only; contact arpt manager 217-428-2423. Glider ops allowed on Rws 06 and 30 only. No sod ops. Rwy 06 touchdown runway visual range avbl. Rwy 24 midfield rwy visual range avbl. When twr clsd HIRL Rwy 06-24 preset low ints; to increase ints and ACTIVATE MIRL Rwy 12-30 and Rwy 18-36; PAPI Rwy 30, twy lghts and MALSR Rwy 06—CTAF. When the twr is clsd, be alert for intermittent vehicular tfc in arpt ops areas. For U.S. Customs call 217-425-4803. U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS (217) 429-0052. HIWAS 117.2 DEC.

COMMUNICATIONS: CTAF 118.9 ATIS 126.35 UNICOM 122.95

RCO 122.3 (ST LOUIS RADIO)

ADDERS RCO 122.1R 117.2T (ST LOUIS RADIO)

Ⓡ CHAMPAIGN APP/DEP CON 132.85 (1200-0500Z†)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

TOWER 118.9 (1200-0400Z†) GND CON 121.75

AIRSPACE: CLASS D svc 1200-0400Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DEC.

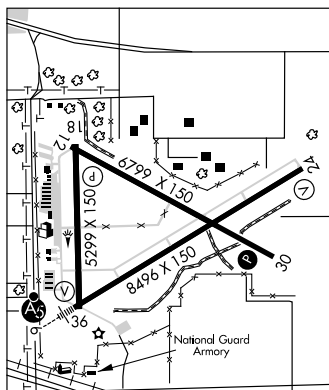
ADDERS (H) VORTAC 117.2 AXC Chan 119 N39°44.25' W88°51.38' 353° 5.8 NM to fld. 700/3E. HIWAS.

ELWIN NDB (LOM) 275 DE N39°47.43' W88°57.23' 058° 4.9 NM to fld.

ILS/DME 110.9 I-DEC Chan 46 Rwy 06. Class 1E. LOM ELWIN NDB. Unmonitored when twr clsd.

LOC BC unusable byd 15 NM.


COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



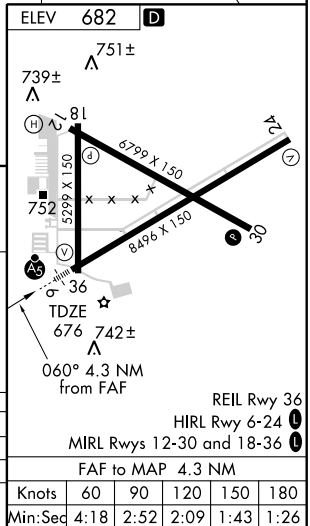
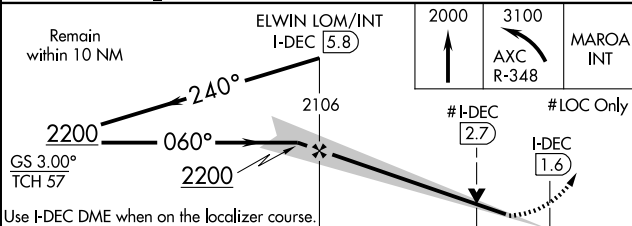
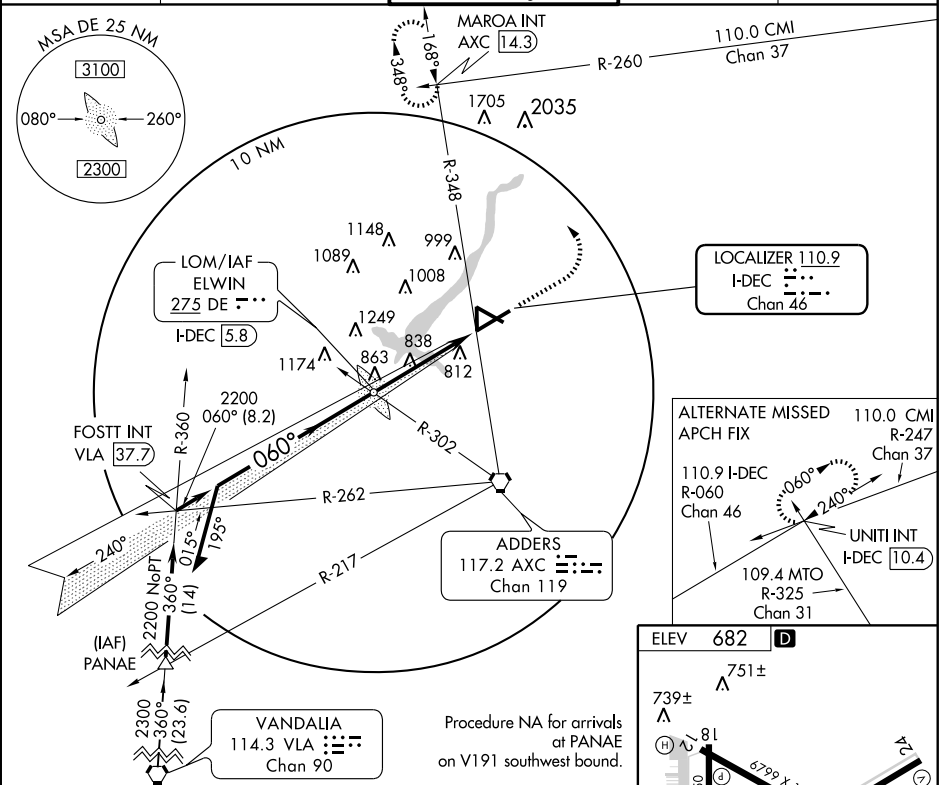
LOC/DME I-DEC 110.9 Chan 46	APP CRS 060°	Rwy Ldg TDZE Apt Elev 8496 676 682
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ILS or LOC RWY 6 DECATUR (DEC)

⚠ *RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received use Logan County altimeter setting and increase all DA/MDA 80 feet, increase S-LOC 6 Cat C/D visibility to RVR 4000 and Circling Cat C/D visibility ¼ mile. For inoperative MALS when using Logan County altimeter setting increase S-ILS 6 all Cats visibility to RVR 5000. VDP NA with Logan County altimeter setting.

MALS  MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 via AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 291.0	DECATUR TOWER* 118.9 (CTAF) 0 392.1	GND CON 121.75 392.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 6	*876/24 200 (200-½)			
S-LOC 6	1100/24 424 (500-½)		1100/40 424 (500-¾)	
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOC/DME I-DEC 110.9 Chan 46	APP CRS 240°	Rwy Idg TDZE Apt Elev	8496 682 682
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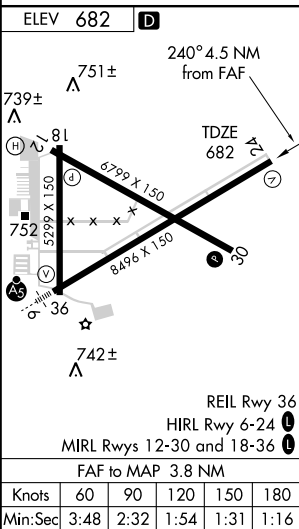
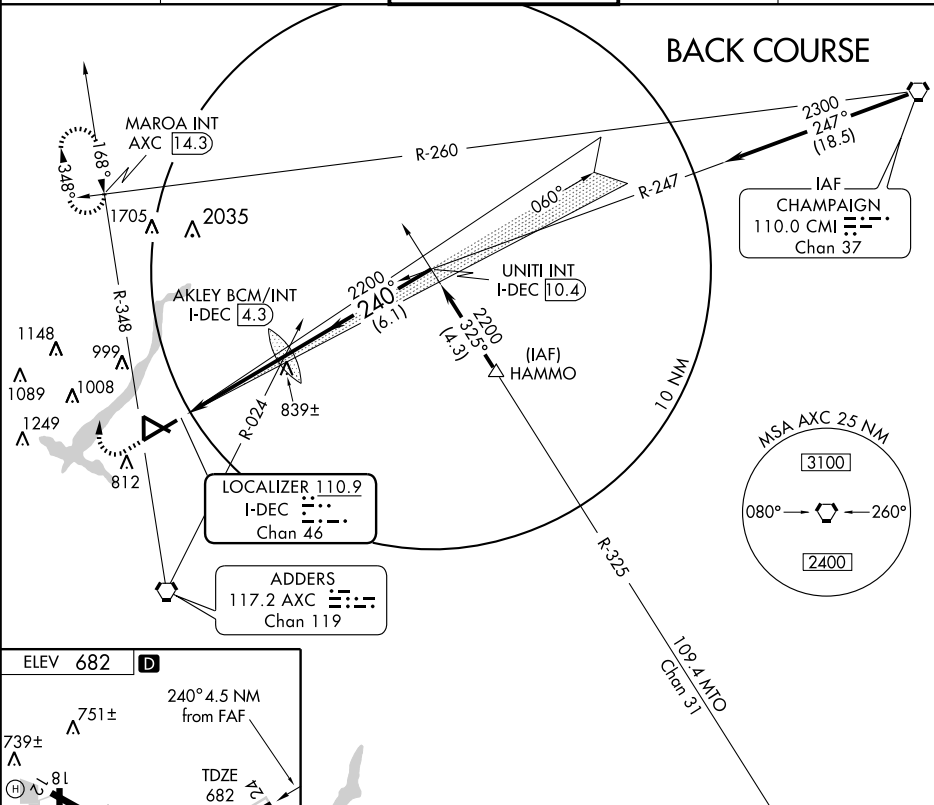
LOC BC RWY 24

DECATUR (DEC)



MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via AXC R-348 to MAROA INT and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 291.0	DECATUR TOWER* 118.9 (CTAF) 392.1	GND CON 121.75 392.1	UNICOM 122.95
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2000	3000	MAROA INT	AKLEY BCM/INT I-DEC 4.3	UNITI INT I-DEC 10.4
AXC R-348 117.2				
Disregard glide slope indications.				
2200				
Use I-DEC DME when on localizer course.				
Procedure Turn NA				
CATEGORY				
A				
B				
C				
D				
S-24				
1060-1 378 (400-1)				
1060-1 378 (400-1 1/4)				
Knots				
60 90 120 150 180				
Min:Sec				
3:48 2:32 1:54 1:31 1:16				
CIRCLING				
1200-1 518 (600-1)				
1240-1 558 (600-1 1/2)				
1300-2 618 (700-2)				

WAAS CH 86207 W06A	APP CRS 060°	Rwy Idg TDZE 676 Apt Elev 682
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RNAV (GPS) RWY 6

DECATUR (DEC)

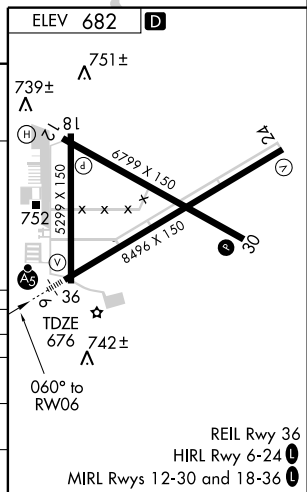
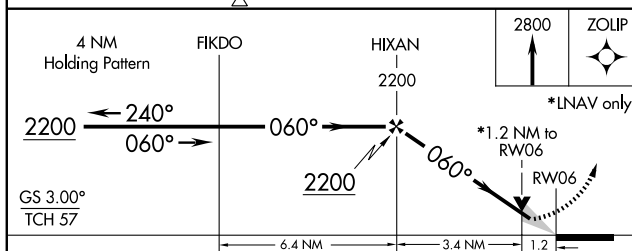
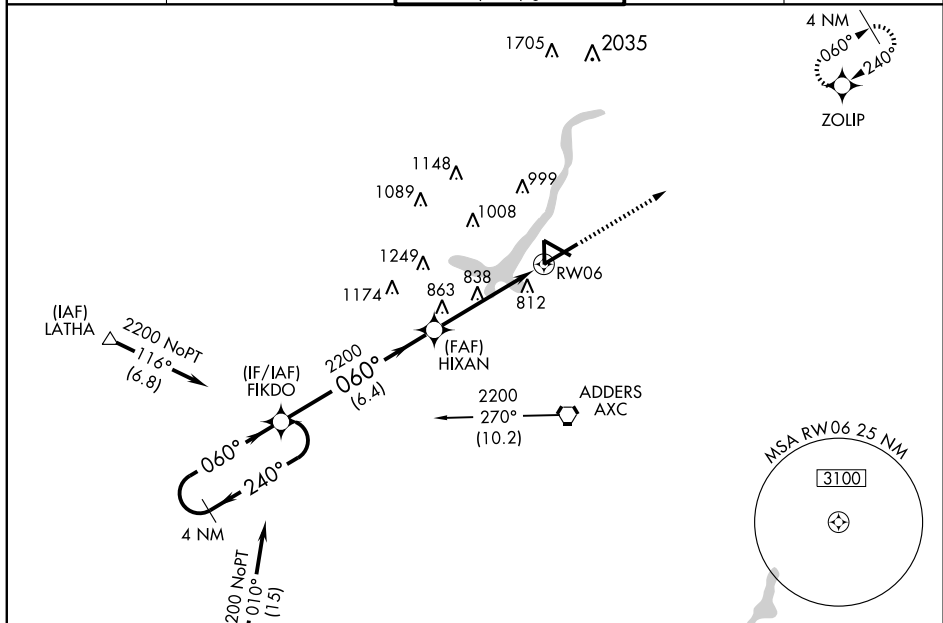
▼ For inoperative MALS, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA/MDA 80 feet, increase all Cats LPV and LNAV/VNAV visibility ¼ mile. Increase LNAV Cat C and Circling Cats C/D visibility ¼ mile. For inoperative MALS when using Logan County altimeter setting increase LPV visibility to 1¼ mile.

MALS



MISSED APPROACH:
Climb to 2800 direct
ZOLIP and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 291.0	DECATUR TOWER* 118.9 (CTAF) 0 392.1	GND CON 121.75 392.1	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		950/24	274 (300-½)	
LNAV/VNAV DA		1100/50	424 (500-1)	
LNAV MDA	1100/24	424 (500-½)	1100/40 424 (500-¾)	1100/50 424 (500-1)
CIRCLING	1200-1	518 (600-1)	1240-1½ 558 (600-1½)	1300-2 618 (700-2)

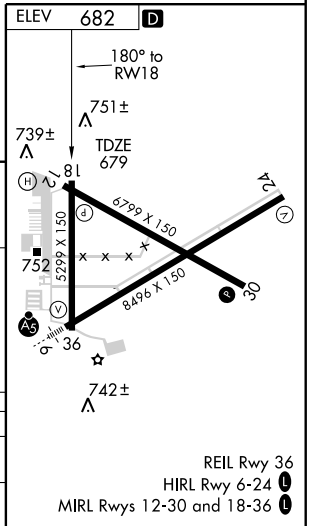
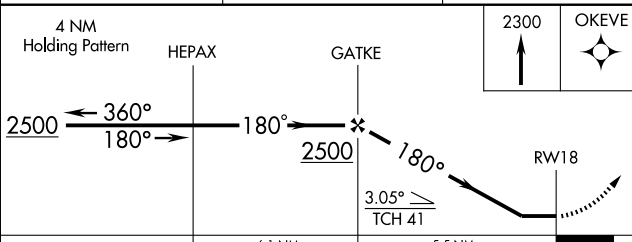
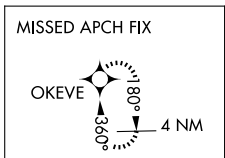
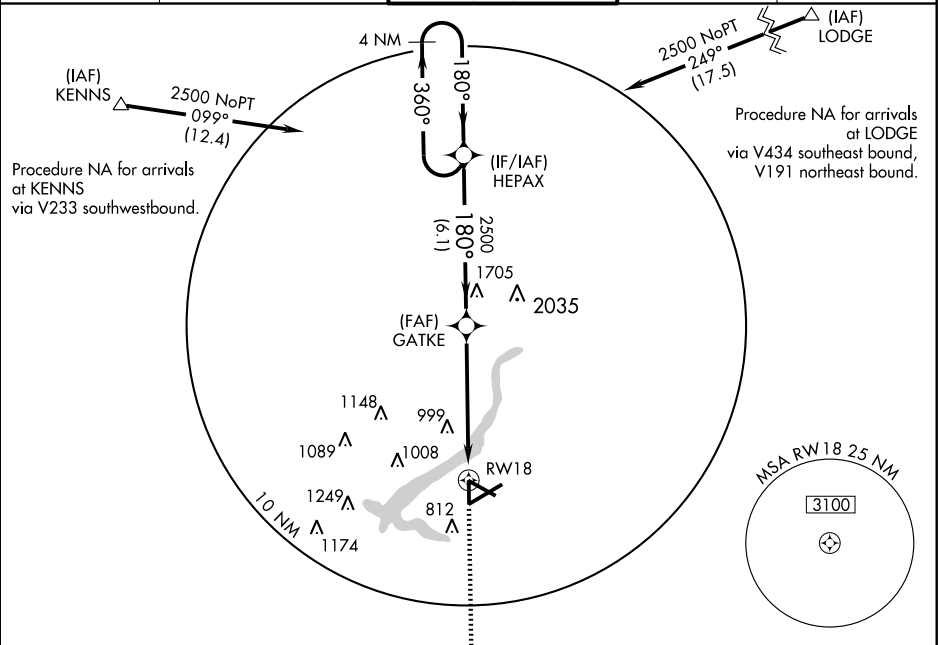
APP CRS	Rwy Idg	5299
180°	TDZE	679
	Apt Elev	682

RNAV (GPS) RWY 18

DECATUR (DEC)

<p>T DME/DME RNP-0.3 NA. A If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet.</p>	MISSED APPROACH: Climb to 2300 direct OKEVE and hold.
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ATIS 126.35	CHAMPAIGN APP CON★ 132.85 291.0	DECATUR TOWER★ 118.9 (CTAF) 0 392.1	GND CON 121.75 392.1	UNICOM 122.95
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CATEGORY	A	B	C	D
LNNAV MDA	1240-1	561 (600-1)	1240-1½ 561 (600-1½)	1240-1¾ 561 (600-1¾)
CIRCLING	1240-1	558 (600-1)	1240-1½ 558 (600-1½)	1300-2 618 (700-2)

APP CRS	Rwy Idg	8496
240°	TDZE	682
	Apt Elev	682

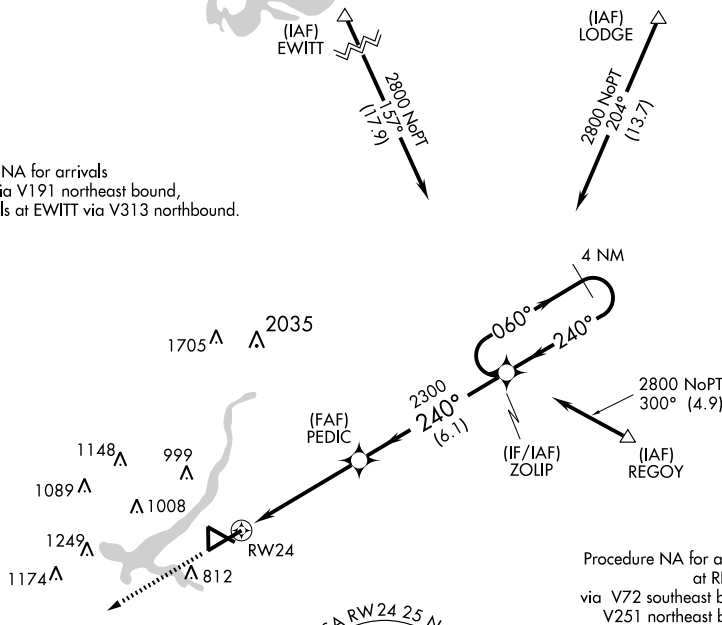
RNAV (GPS) RWY 24
DECATUR (DEC)

T If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 80 feet. VDP NA when using Logan County altimeter setting. DME/DME RNP-0.3 NA.

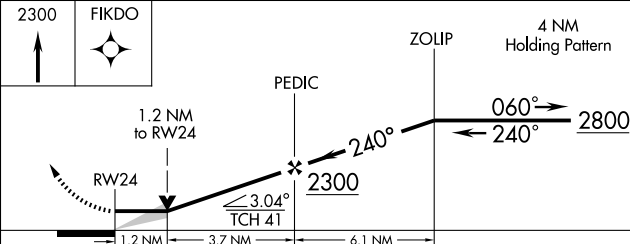
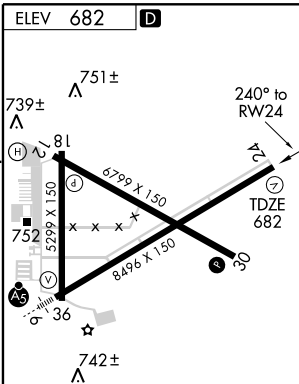
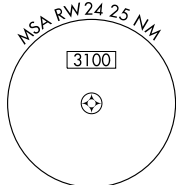
MISSED APPROACH:
Climb to 2300 direct
FIKDO and hold.

ATIS 126.35	CHAMPAIGN APP CON★ 132.85 291.0	DECATUR TOWER★ 118.9 (CTAF) 0 392.1	GND CON 121.75 392.1	UNICOM 122.95
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Procedure NA for arrivals
at Lodge via V191 northeast bound,
and arrivals at EWITT via V313 northbound.



Procedure NA for arrivals
at REGOY
via V72 southeast bound,
V251 northeast bound.



CATEGORY	A	B	C	D
LNAV MDA	1100-1 418 (500-1)		1100-1¼ 418 (500-1¼)	
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)

REIL Rwy 36
HIRL Rwy 6-24 **L**
MIRL Rwys 12-30 and 18-36 **L**

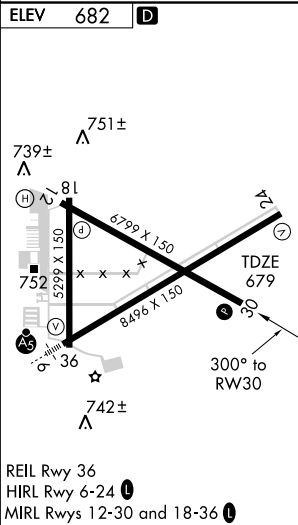
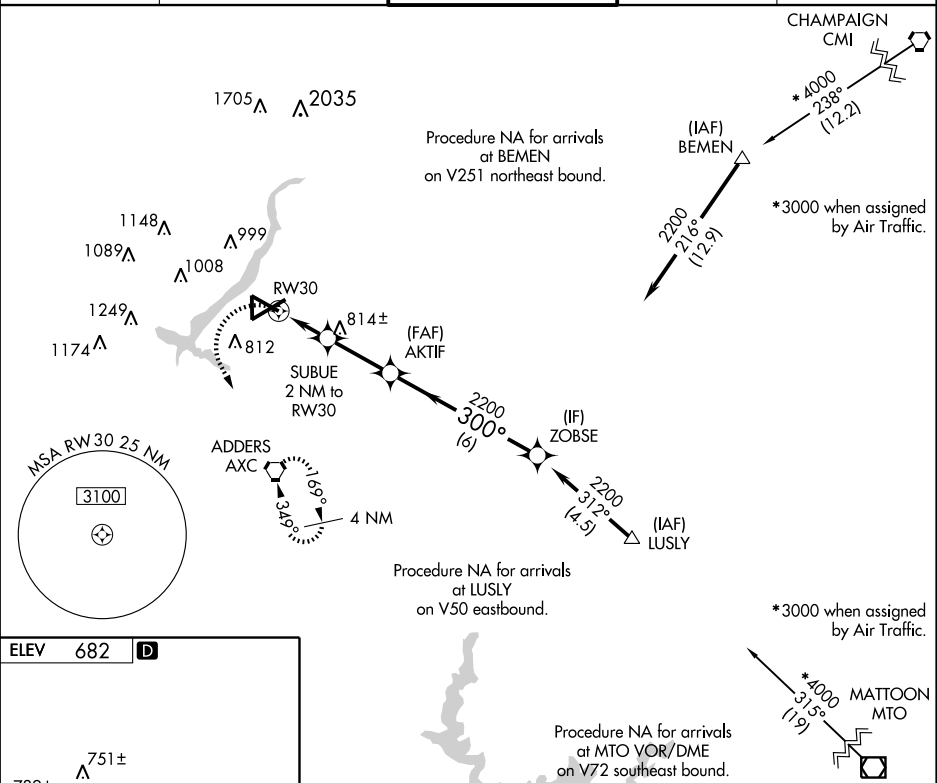
APP CRS	Rwy Idg	6799
300°	TDZE	679
	Apt Elev	682

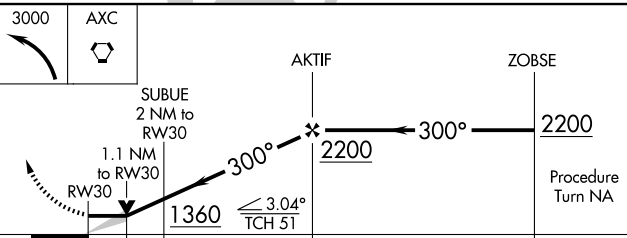
RNAV (GPS) RWY 30
DECATUR (DEC)

T
A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet and increase LNAV Cat D visibility $\frac{1}{4}$ mile and Circling Cat C and D visibility $\frac{1}{4}$ mile. VDP NA with Logan County altimeter setting.

MISSED APPROACH:
Climbing left turn to 3000 direct
AXC VORTAC and hold,
continue climb-in-hold to 3000.

ATIS 126.35	CHAMPAIGN APP CON★ 132.85 291.0	DECATUR TOWER★ 118.9 (CTAF) 0 392.1	GND CON 121.75 392.1	UNICOM 122.95
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CATEGORY	A		B	C	D
LNAV MDA	1080-1 401 (400-1)		1080-1¼ 401 (400-1¼)		
CIRCLING	1200-1 518 (600-1)		1240-1½ 558 (600-1½)	1300-2 618 (700-2)	

DECATUR, ILLINOIS
Orig 23SEP10

39° 50'N-88° 52'W

DECATUR (DEC)
RNAV (GPS) RWY 30

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	5299
360°	TDZE	678
	Apt Elev	682

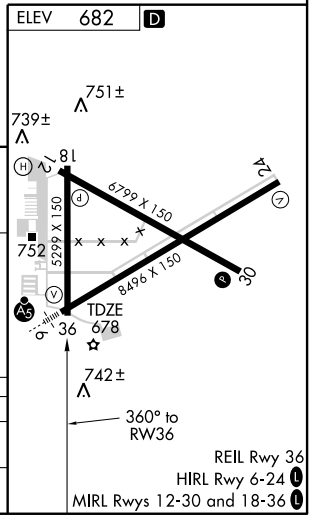
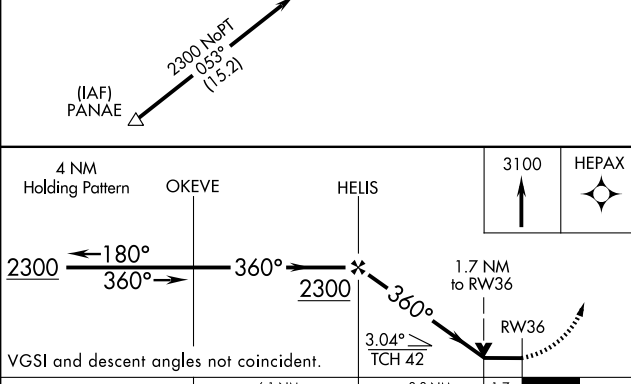
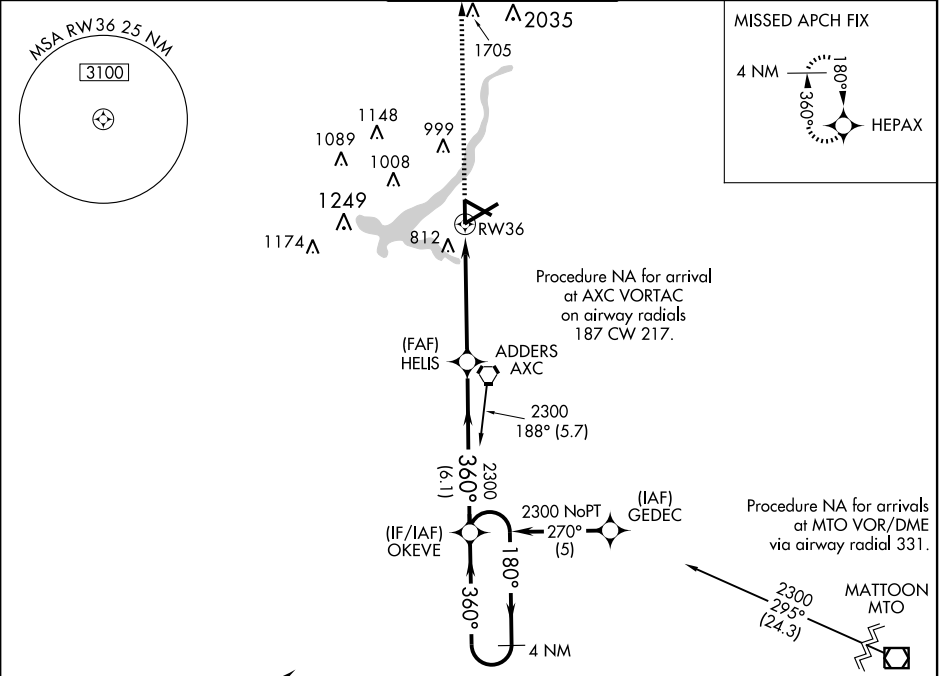
RNAV (GPS) RWY 36

DECATUR (DEC)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cts C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3100 direct HEPAX and hold.

ATIS 126.35	CHAMPAIGN APP CON* 132.85 291.0	DECATUR TOWER* 118.9 (CTAF) 0 392.1	GND CON 121.75 392.1	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	1240-1 562 (600-1)	1240-1½ 562 (600-1½)	1240-1¾ 562 (600-1¾)	1240-2 562 (600-2)
CIRCLING	1240-1 558 (600-1)	1240-1½ 558 (600-1½)	1300-2 618 (700-2)	

VORTAC AXC 117.2 Chan 119	APP CRS 169°	Rwy Idg TDZE Apt Elev	5299 679 682
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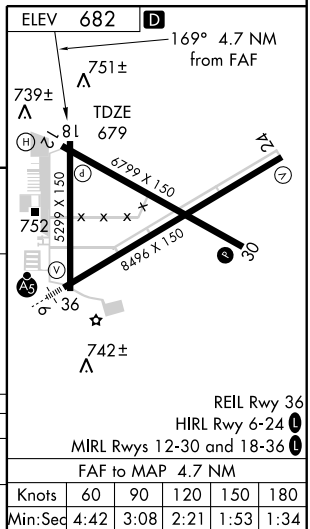
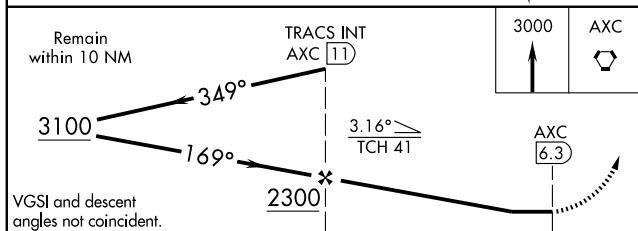
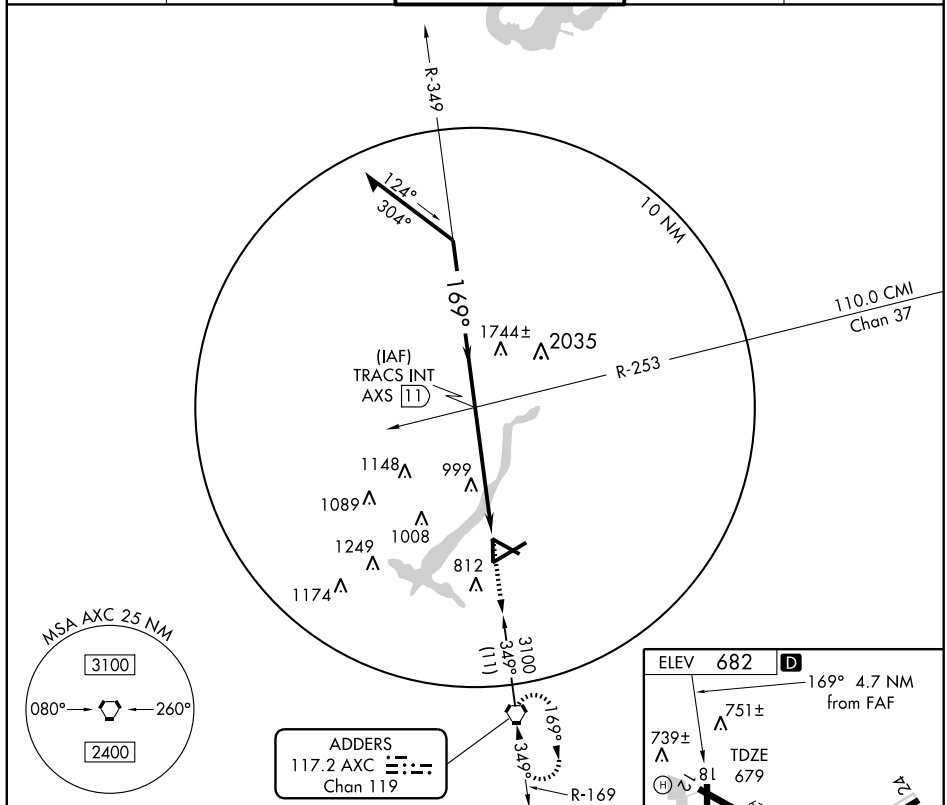
VOR RWY 18

DECATUR (DEC)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet, increase S-18 Cat C/D and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct AXC VORTAC and hold, continue climb-in-hold to 3000.

ATIS 126.35	CHAMPAIGN APP CON★ 132.85 291.0	DECATUR TOWER★ 118.9 (CTAF) 0 392.1	GND CON 121.75 392.1	UNICOM 122.95
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CATEGORY	A	B	C	D
S-18	1260-1 581 (600-1)		1260-1½ 581 (600-1½)	1260-1¾ 581 (600-1¾)
CIRCLING	1260-1 578 (600-1)		1260-1½ 578 (600-1½)	1300-2 618 (700-2)

REIL Rwy 36					
HIRL Rwy 6-24					
MIRL Rwy 12-30 and 18-36					
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

VORTAC AXC 117.2 Chan 119	APP CRS 348°	Rwy Idg 5299 TDZE 678 Apt Elev 682
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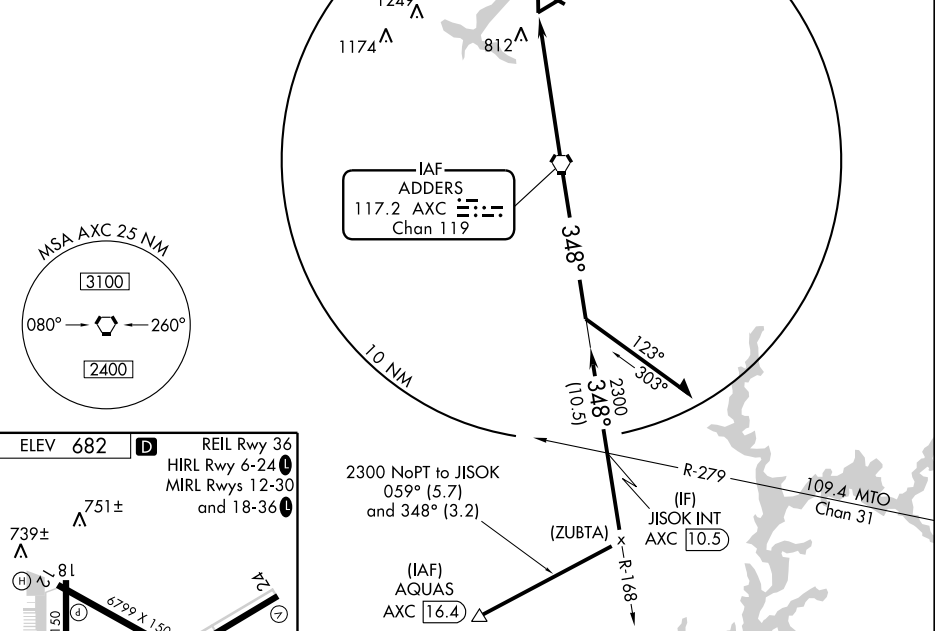
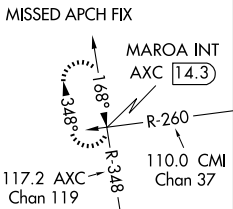
VOR RWY 36

DECATUR (DEC)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Logan County altimeter setting and increase all MDA 80 feet, increase S-36 Cat C/D and Circling Cat C/D visibility 1/4 mile. VDP NA when using Logan County altimeter setting.

MISSED APPROACH: Climb to 3100 via AXC VORTAC R-348 to MAROA INT/AXC 14.3 DME and hold.

ATIS 126.35	CHAMPAIGN APP CON ★ 132.85 291.0	DECATUR TOWER ★ 118.9 (CTAF) 392.1	GND CON 121.75 392.1	UNICOM 122.95
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ELEV	682	D	REIL Rwy 36
			HIRL Rwy 6-24
			MIRL Rwy 12-30
			and 18-36
739±	751±		
752	742±		
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CATEGORY	A	B	C	D
S-36	1160-1	482 (500-1)	1160-1¼ 482 (500-1¼)	1160-1½ 482 (500-1½)
CIRCLING	1200-1	518 (600-1)	1240-1½ 558 (600-1½)	1300-2 618 (700-2)

DE KALB TAYLOR MUNI (DKB) 2 E UTC-6(-5DT) N41°56.03' W88°42.34'

914 B S2 FUEL 100LL, JET A1 + TPA—See Remarks NOTAM FILE DKB

RWY 02-20: H7026X100 (ASPH-GRVD) S-25, D-80 MIRL

RWY 02: MALSR. REIL. PAPI(P2L)—GA 3.0° TCH 55'. Railroad.

RWY 20: REIL. PAPI(P2L)—GA 3.25° TCH 27'. Tree.

RWY 09-27: H4201X75 (ASPH-GRVD) S-25, D-80 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 21'. Tree.

AIRPORT REMARKS: Attended Nov-Mar 1330-2300Z, Apr-Oct 1330-0000Z. TPA 1914(1000) for piston acft and 2414(1500) for jet acft. MIRL Rwy 02-20 preset low ints, to increase ints and ACTIVATE MIRL Rwy 09-27, PAPI Rwy 09 and PVASI Rwy 27, REIL Rwys 09, 27, 02 and 20 and MALSR Rwy 02—CTAF. PAPI Rwys 02 and 20 operates 24 hrs. MIRL Rwy 09-27 opr dusk-dawn.

WEATHER DATA SOURCES: AWOS-3 119.075 (815) 748-2350.**COMMUNICATIONS:** CTAF/UNICOM 122.7

① CHICAGO APP/DEP CON 133.5

GCO 121.725 (CHICAGO-O HARE CLNC)

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

DU PAGE (L) VOR/DME 108.4 DPA Chan 21 N41°53.42'

W88°21.01' 277° 16.1 NM to fld. 838/2E.

NDB (MHW) 209 DKB N41°56.04' W88°42.44' at

fld. NOTAM FILE DKB.

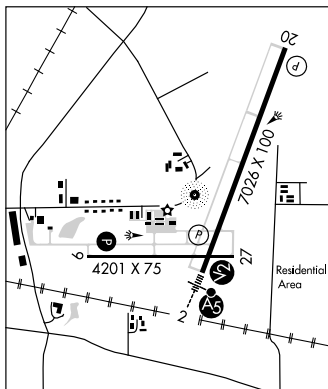
ILS/DME 109.95 I-DJK Chan 36Y Rwy 02. Class IT. LOC only.

COMM/NAV/WEATHER REMARKS: GCO OTS indef.

CHICAGO

H-5E, L-28H

IAP

**DIXON MUNI-CHARLES R. WALGREEN FLD** (C73) 1 E UTC-6(-5DT) N41°50.02' W89°26.77'

785 B S4 FUEL 100LL, JET A TPA-1585(800) NOTAM FILE IKK

RWY 08-26: H3899X75 (ASPH) S-12 MIRL

RWY 08: REIL. Tree.

RWY 26: PAPI(P4L)—GA 3.0° TCH 20'. Pole.

RWY 12-30: H2803X75 (ASPH) S-12 MIRL 0.3% up E

RWY 12: Stack. RWY 30: Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z, Sat 1400-1800Z, Sun on call. For attendant call 815-667-0161 or 815-440-6557. Self fueling avbl 24 hr. MIRL Rwy 12-30 preset on low ints SS-SR; to increase ints and ACTIVATE MIRL Rwy 08-26, REIL Rwy 08, PAPI Rwy 26—CTAF. Twys have edge reflectors with no lgts.

COMMUNICATIONS: CTAF/UNICOM 123.05

POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

① ROCKFORD APP/DEP CON 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

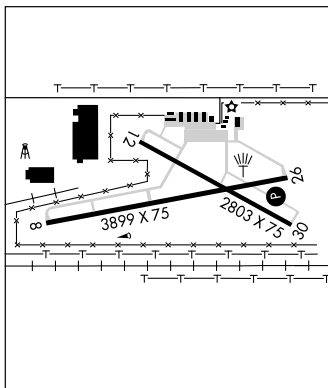
POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 153° 8.7 NM to fld. 840/3E. HIWAS.

CHICAGO

L-28H

IAP



APP CRS	Rwy Idg	3899
082°	TDZE	782
	Apt Elev	785

RNAV (GPS) RWY 8

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

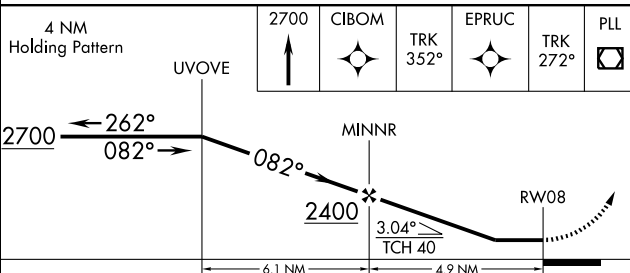
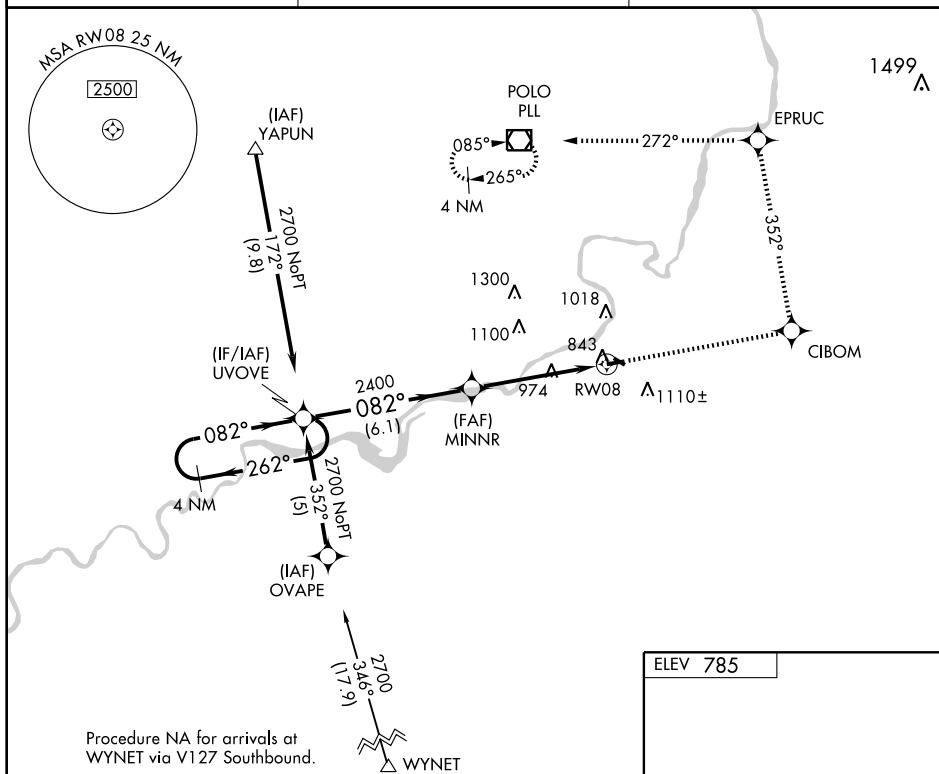
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
 ▲ NA Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.

MISSED APPROACH: Climb to 2700 direct CIBOM and via track 352° to EPRUC and via track 272° to PLL VOR/DME and hold.

ROCHELLE AWOS-3
119.675

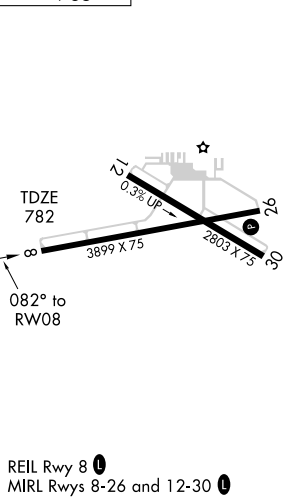
ROCKFORD APP CON
126.0 327.0

UNICOM
123.05 (CTAF) 0



CATEGORY	A	B	C	D
RNAV MDA	1280-1 498 (500-1)	1280-1 498 (500-1)	1280-1¼ 498 (500-1¼)	NA
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	1520-2 735 (800-2)	NA

ELEV 785



WAAS CH 65712 W26A	APP CRS 262°	Rwy Idg TDZE Apt Elev	3899 784 785
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RNAV (GPS) RWY 26

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

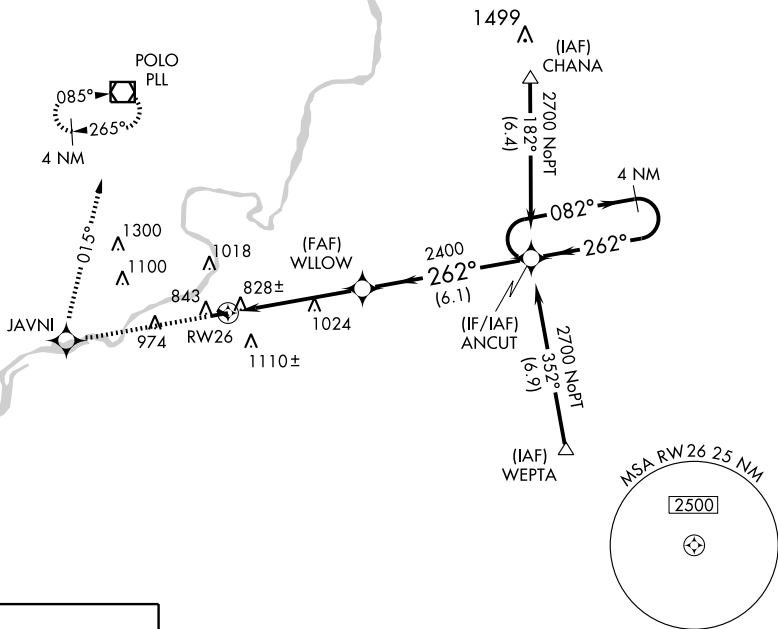
▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters
 ▲ NA NA. Use Rochelle altimeter setting, when not received use Sterling-
 Rockfalls altimeter setting.

MISSED APPROACH: Climb to 2700
 direct JAVNI and right turn via track
 015° to PLL VOR/DME and hold.

ROCHELLE AWOS-3
119.675

ROCKFORD APP CON
126.0 327.0

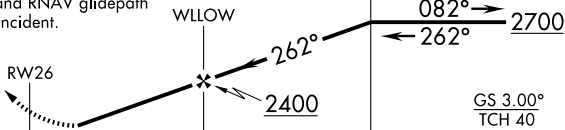
UNICOM
123.05 (CTAF) 0



ELEV 785



VGSI and RNAV glidepath
 not coincident.



CATEGORY	A	B	C	D
LPV DA	1107-1¼	323 (400-1¼)		NA
LNNAV/VNAV DA	1377-2	593 (600-2)		NA
LNNAV MDA	1340-1	556 (600-1)	1340-1½ 556 (600-1½)	NA
CIRCLING	1500-1 715 (800-1)	1520-1 735 (800-1)	1520-2 735 (800-2)	NA

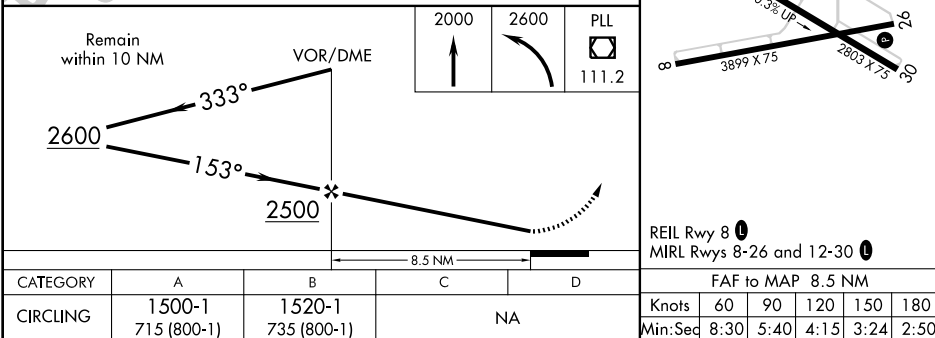
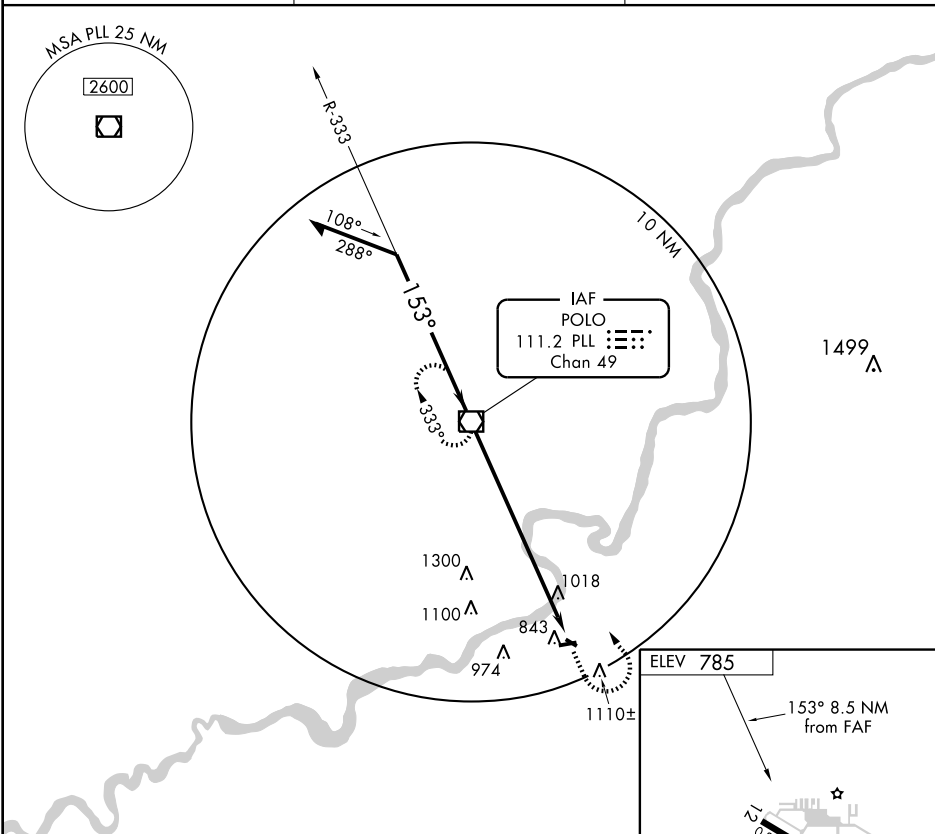
REIL Rwy 8 0
 MRL Rwy 8-26 and 12-30 0

VOR/DME PLL Chan 111.2 49	APP CRS 153°	Rwy Ldg TDZE Apt Elev	N/A N/A 785
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VOR-A

DIXON MUNI-CHARLES R. WALGREEN FIELD (C73)

▼ ▲ NA	Use Rochelle altimeter setting, when not received use Sterling-Rockfalls altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct PLL VOR/DME and hold.
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ROCHELLE AWOS-3
119.675ROCKFORD APP CON
126.0 327.0UNICOM
123.05 (CTAF) 0

DWIGHT (DTG) 3 N UTC-6(-5DT) N41°08.00' W88°26.45'

632 B FUEL 100LL TPA-1432(800) NOTAM FILE IKK

RWY 09-27: H2364X21 (ASPH-TURF) LIRL (NSTD) 0.3% up W

RWY 27: Thld dsplcd 300'. Building.

RWY 18-36: 2000X92 (TURF) 0.5% up S

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z, Sun

1600-2100Z. For NSTD LIRL Rwy 09-27 after 0400Z call

815-584-2486; for rotating bcn call 815-584-2486. Rwy 09-27

NSTD LIRL; not FAA approved L-800 series. Spacing and ints of lgtis vary. Rwy 09-27 21' asph strip centered on 100' turf rwy.

Rwy 09-27 NSTD markings due to narrow width.

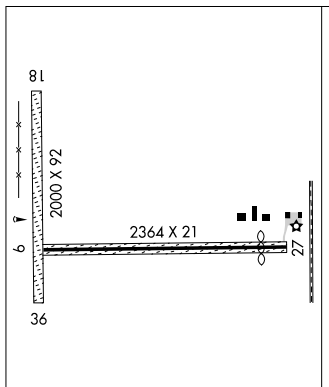
COMMUNICATIONS: CTAF/UNICOM 122.8

CHICAGO CENTER APP/DEP CON 123.75

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PONTIAC (L) VOR/DME 109.6 PNT Chan 33 N40°49.27'

W88°44.01' 032° 23 NM to fld. 679/3E. HIWAS.



EDGAR CO (See PARIS)

EFFINGHAM CO MEM (1H2) 3 S UTC-6(-5DT) N39°04.23' W88°32.01'

587 B S4 FUEL 100LL, JET A TPA-1387(800) NOTAM FILE 1H2

RWY 11-29: H5100X75(CONC) MIRL

RWY 11: Tree. RWY 29: REIL. Tree.

RWY 01-19: H3400X60 (ASPH) S-12 MIRL 0.3% up N

RWY 01: PVASI(PSIL)-GA 3.0° TCH 50'. Trees.

RWY 19: PVASI(PSIL)-GA 3.0° TCH 50'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z. MIRL Rwy 11-29 preset

low ints; to increase ints and ACTIVATE MIRL Rwy 01-19; REIL

Rwy 29 and VASI Rwy 01 and 19-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (217) 536-5976.

COMMUNICATIONS: CTAF/UNICOM 122.8

BIBLE GROVE RCO 122.05R 109.0T (ST LOUIS RADIO)

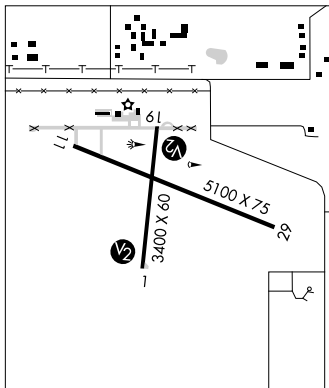
KANSAS CITY CENTER APP/DEP CON 124.3

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 342° 9.3 NM to fld. 540/3E.

ILS/DME 110.75 I-FQE Chan 44Y Rwy 29. LOC only.



EGROW N40°33.62' W88°52.48' NOTAM FILE BMI.

NDB (LOM) 334 LH 201°5.3NM to Central Illinois Rgnl Arpt at Bloomington-Normal. Unmonitored when twr clsd.

ELWIN N39°47.43' W88°57.23' NOTAM FILE DEC.

NDB (LOM) 275 DE 058° 4.9 NM to Decatur. Unmonitored when twr closed.

ST LOUIS

H-5E, L-27C

IAP

ST LOUIS

APP CRS	Rwy Idg	2064
270°	TDZE	629
	Apt Elev	632

RNAV (GPS) RWY 27

DWIGHT (DTG)



Use Pontiac altimeter setting; if not received, use Morris altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA north of Rwy 9-27.

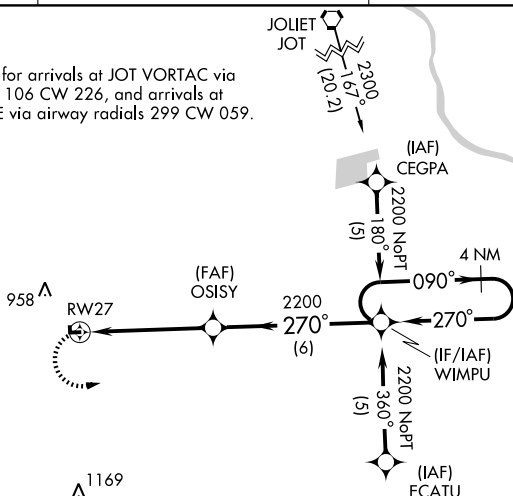
MISSED APPROACH: Climbing left turn to 2200 direct WIMPU and hold.

PONTIAC AWOS-3
119.675

CHICAGO CENTER
123.75 354.0

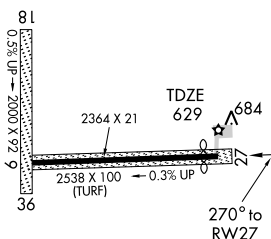
UNICOM
122.8 (CTAF)

Procedure NA for arrivals at JOT VORTAC via airway radials 106 CW 226, and arrivals at RBS VOR/DME via airway radials 299 CW 059.



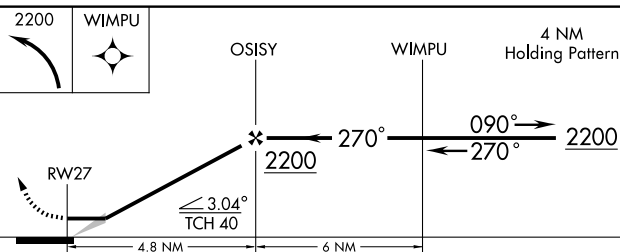
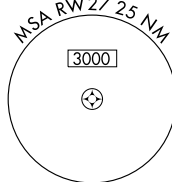
ELEV **632**

Rwy 27 Idg 2064'



1206

ROBERTS
RBS



CATEGORY	A	B	C	D
RNAV MDA	1120-1	491 (500-1)	NA	
CIRCLING	1120-1	488 (500-1)	NA	

LIRL Rwy 9-27

DWIGHT (DTG) 3 N UTC-6(-5DT) N41°08.00' W88°26.45'

632 B FUEL 100LL TPA-1432(800) NOTAM FILE IKK

RWY 09-27: H2364X21 (ASPH-TURF) LIRL (NSTD) 0.3% up W

RWY 27: Thld dsplcd 300'. Building.

RWY 18-36: 2000X92 (TURF) 0.5% up S

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z, Sun

1600-2100Z. For NSTD LIRL Rwy 09-27 after 0400Z call

815-584-2486; for rotating bcn call 815-584-2486. Rwy 09-27

NSTD LIRL; not FAA approved L-800 series. Spacing and ints of lgtis vary. Rwy 09-27 21' asph strip centered on 100' turf rwy.

Rwy 09-27 NSTD markings due to narrow width.

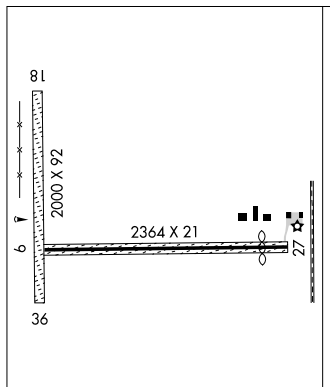
COMMUNICATIONS: CTAF/UNICOM 122.8

CHICAGO CENTER APP/DEP CON 123.75

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PONTIAC (L) VOR/DME 109.6 PNT Chan 33 N40°49.27'

W88°44.01' 032° 23 NM to fld. 679/3E. HIWAS.



EDGAR CO (See PARIS)

EFFINGHAM CO MEM (1H2) 3 S UTC-6(-5DT) N39°04.23' W88°32.01'

587 B S4 FUEL 100LL, JET A TPA-1387(800) NOTAM FILE 1H2

RWY 11-29: H5100X75(CONC) MIRL

RWY 11: Tree. RWY 29: REIL. Tree.

RWY 01-19: H3400X60 (ASPH) S-12 MIRL 0.3% up N

RWY 01: PVASI(PSIL)—GA 3.0° TCH 50'. Trees.

RWY 19: PVASI(PSIL)—GA 3.0° TCH 50'. Tree.

AIRPORT REMARKS: Attended 1400-2300Z. MIRL Rwy 11-29 preset

low ints; to increase ints and ACTIVATE MIRL Rwy 01-19; REIL

Rwy 29 and VASI Rwy 01 and 19—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (217) 536-5976.

COMMUNICATIONS: CTAF/UNICOM 122.8

BIBLE GROVE RCO 122.05R 109.0T (ST LOUIS RADIO)

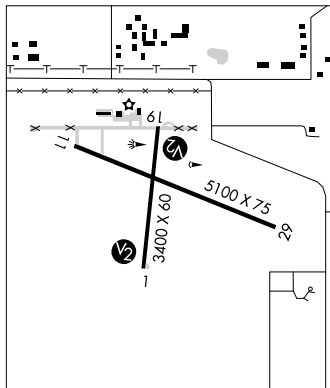
KANSAS CITY CENTER APP/DEP CON 124.3

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 342° 9.3 NM to fld. 540/3E.

ILS/DME 110.75 I-FQE Chan 44Y Rwy 29. LOC only.



EGROW N40°33.62' W88°52.48' NOTAM FILE BMI.

NDB (LOM) 334 LH 201°5.3NM to Central Illinois Rgnl Arpt at Bloomington-Normal. Unmonitored when twr clsd.

ELWIN N39°47.43' W88°57.23' NOTAM FILE DEC.

NDB (LOM) 275 DE 058° 4.9 NM to Decatur. Unmonitored when twr closed.

CHICAGO

L-27C

IAP

ST LOUIS

H-5E, L-27C

IAP

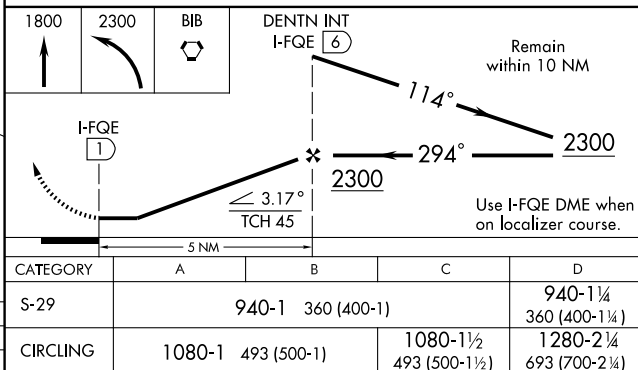
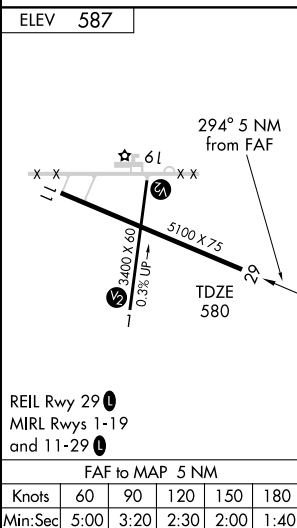
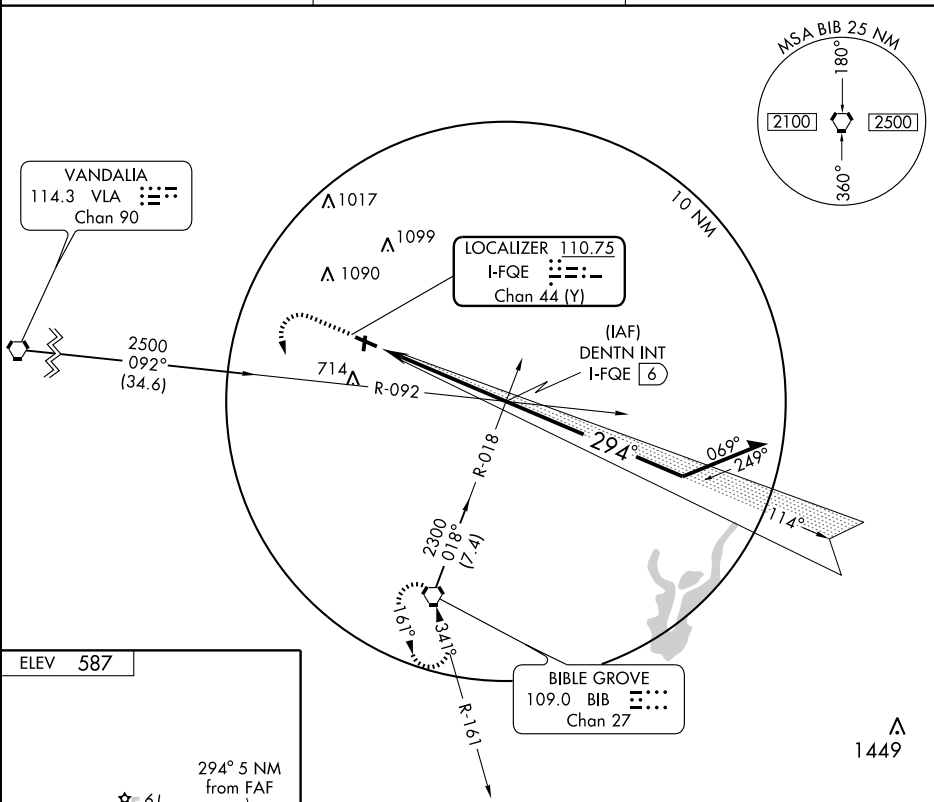
ST LOUIS

LOC/DME I-FQE 110.75 Chan 44	APP CRS 294°	Rwy Idg TDZE Apt Elev	5100 580 587
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LOC RWY 29

EFFINGHAM COUNTY MEMORIAL (1H2)

		MISSED APPROACH: Climb to 1800 then climbing left turn to 2300 direct BIB VORTAC and hold.
AWOS-3 118.375	KANSAS CITY CENTER 124.3 269.15	UNICOM 122.8 (CTAF) 0



APP CRS **009°**
 Rwy Idg **3400**
 TDZE **581**
 Apt Elev **587**

RNAV (GPS) RWY 1

EFFINGHAM COUNTY MEMORIAL (1H2)

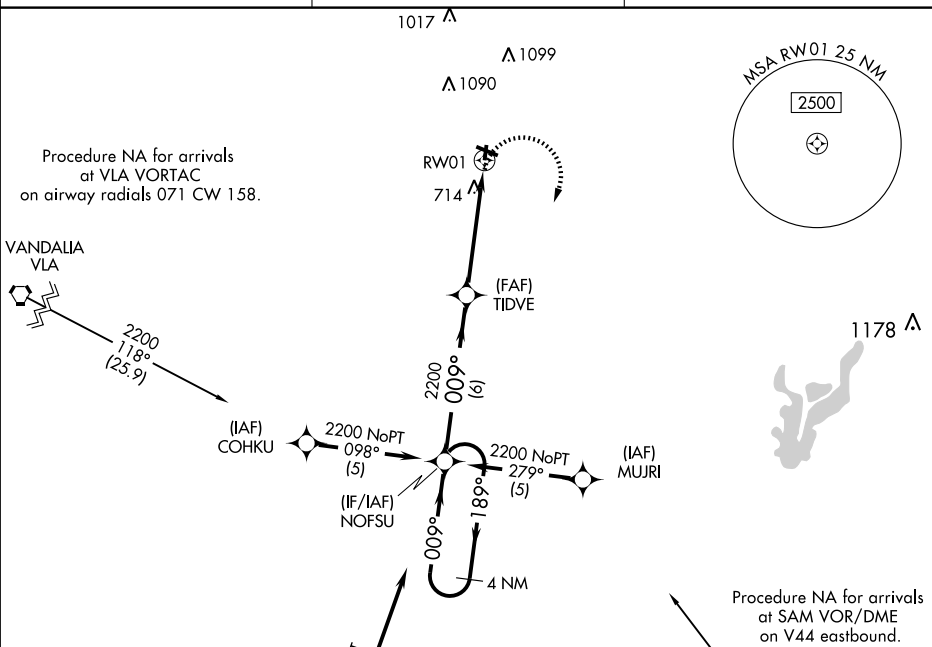
▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Olney/Noble altimeter setting and increase all MDA 80 feet and increase LNAV Cats C and D visibility $\frac{1}{4}$ mile and Circling Cat D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing right turn to 2200 direct NOFSU and hold.

AWOS-3
118.375

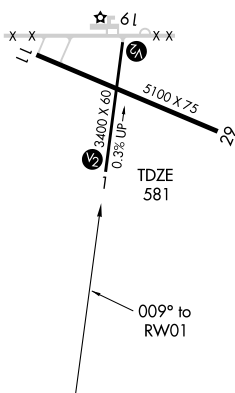
KANSAS CITY CENTER
124.3 269.15

UNICOM
122.8 (CTAF) ①

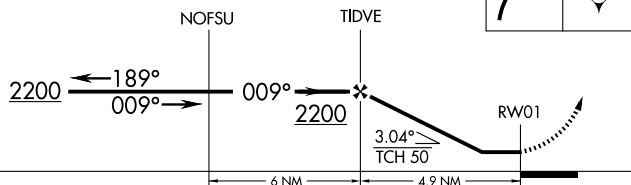


ELEV 587

REIL Rwy 29 ①
 MIRL Rwy 1-19 and 11-29 ①



4 NM
 Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1020-1	439 (500-1)	1020-1 $\frac{1}{4}$ 439 (500-1 $\frac{1}{4}$)	1020-1 $\frac{1}{2}$ 439 (500-1 $\frac{1}{2}$)
CIRCLING	1080-1	493 (500-1)	1080-1 $\frac{1}{2}$ 493 (500-1 $\frac{1}{2}$)	1440-2 $\frac{3}{4}$ 853 (900-2 $\frac{3}{4}$)

VORTAC BIB
109.0
Chan 27

APP CRS
341°

Rwy Idg
TDZE
Apt Elev

3400
581
587

VOR RWY 1

EFFINGHAM COUNTY MEMORIAL (1H2)

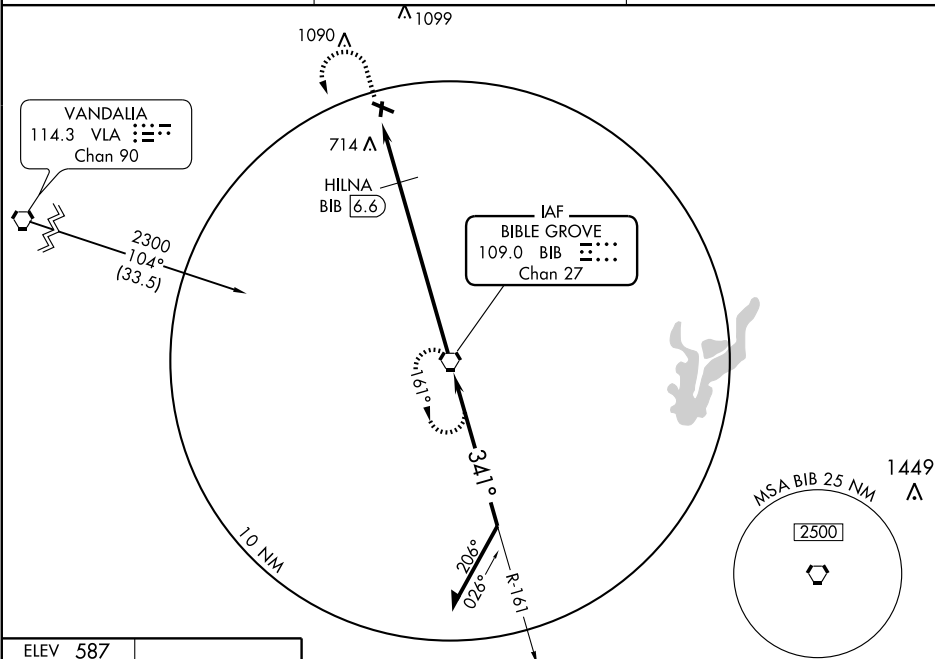
When local altimeter setting not received, use Olney/Noble altimeter setting and increase all MDA 80 feet and increase S-01 Cat C and D visibility ¼ mile and increase Circling Cats C and D visibility ¼ mile and HILNA Fix minimums: S-1 Cat C and D visibility ¼ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct BIB VORTAC and hold.

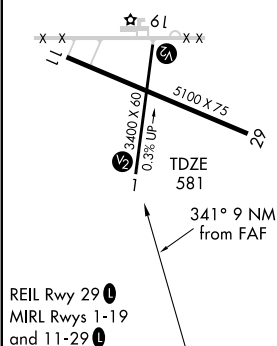
AWOS-3
118.375

KANSAS CITY CENTER
124.3 269.15

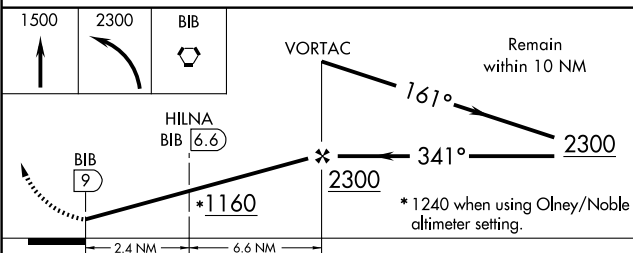
UNICOM
122.8 (CTAF) 0



ELEV 587



FAF to MAP 9 NM					
Knots	60	90	120	150	180
Min:Sec	9:00	6:00	4:30	3:36	3:00



CATEGORY	A	B	C	D
S-1	1160-1	579 (600-1)	1160-1½ 579 (600-1½)	1160-1¾ 579 (600-1¾)
CIRCLING	1160-1	573 (600-1)	1160-1½ 573 (600-1½)	1440-2¾ 853 (900-2¾)
HILNA FIX MINIMUMS				
S-1	1020-1	439 (500-1)	1020-1¼ 439 (500-1¼)	1020-1½ 439 (500-1½)
CIRCLING	1080-1	493 (500-1)	1080-1½ 493 (500-1½)	1440-2¾ 853 (900-2¾)

ERIE AIR PARK ULTRALIGHT (3H5) 1 N UTC-6(-5DT) N41°40.95' W90°04.72'

CHICAGO

600 TPA-1400(800) NOTAM FILE IKK

RWY 18U-36U: 2000X200 (TURF)

RWY 18U: Trees. RWY 36U: Trees.

AIRPORT REMARKS: Attended Tue-Sat SR-SS. Rwy 18U-36U thlds marked with L-shaped white gravel.

COMMUNICATIONS: CTAF 122.9

ERMIN N41°43.14' W87°50.18' NOTAM FILE MDW.

CHICAGO

NDB (MHW/LOM) 332 HK 044° 5.5 NM to Chicago Midway Intl.

FAIRFIELD MUNI (FWC) 2 W UTC-6(-5DT) N38°22.72' W88°24.76'

ST LOUIS

436 B FUEL 100LL, JET A NOTAM FILE FWC

RWY 09-27: H4000X75 (ASPH) S-12 MIRL 0.6% up W

RWY 09: REIL. PVASI(P SIL)—GA 3.0° TCH 25'. Tree.

RWY 27: PVASI(P SIL)—GA 3.0° TCH 28'. Pole.

RWY 18-36: H1999X60 (ASPH) S-16 MIRL

RWY 18: Road. RWY 36: Road.

AIRPORT REMARKS: Attended 1400-2200Z±. For attendant other hrs call 618-842-3145/9101. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27; REIL Rwy 09-123.05.

WEATHER DATA SOURCES: AWOS-3 119.425 (618) 847-4709.

COMMUNICATIONS: CTAF/UNICOM 123.05

KANSAS CITY CENTER APP/DEP CON 127.7

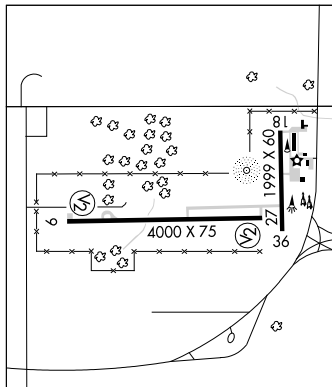
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11'

W88°05.15' 245° 16.7 NM to fld. 540/3E.

WAYNE COUNTY NDB (MHW) 257 FWC N38°22.80'

W88°24.59' at fld. NOTAM FILE FWC.

**FLORA MUNI** (FOA) 2 E UTC-6(-5DT) N38°39.90' W88°27.19'

ST LOUIS

473 B S4 FUEL 100LL, JET A NOTAM FILE FOA

RWY 03-21: H5003X75 (ASPH-PFC) S-30, S-40 MIRL

RWY 03: PVASI(P SIL)—GA 3.0° TCH 26'. Tree.

RWY 21: REIL. PVASI(P SIL)—GA 3.0° TCH 20'. Pole.

RWY 15-33: 2715X100 (TURF)

RWY 15: Thld dspcd 204'. Tree. RWY 33: Thld dspcd 174'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z±. Rwy 15-33 soft when wet. Rwy 15-33 thlds and boundary outlined by white ½ tires. Dspcd thld marked with white rock and is day use only. MIRL Rwy 03-21 preset on low ints; to increase ints and ACTIVATE REIL Rwy 21; PVASI Rwy 03 and Rwy 21, and twy lgtS—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.175 (618) 662-8355.

COMMUNICATIONS: CTAF/UNICOM 122.7

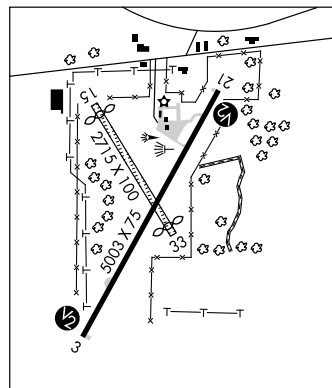
KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 172° 15.4 NM to fld. 540/3E.

ILS/DME 108.55 I-RTT Chan 22Y Rwy 21. LOC only.

**FOSTER FLD** (See APPLE RIVER)**FRASCA FLD** (See Urbana)

NDB FWC 257	APP CRS 085°	Rwy Idg TDZE Apt Elev	4000 436 436
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NDB RWY 9

FAIRFIELD MUNI (FWC)

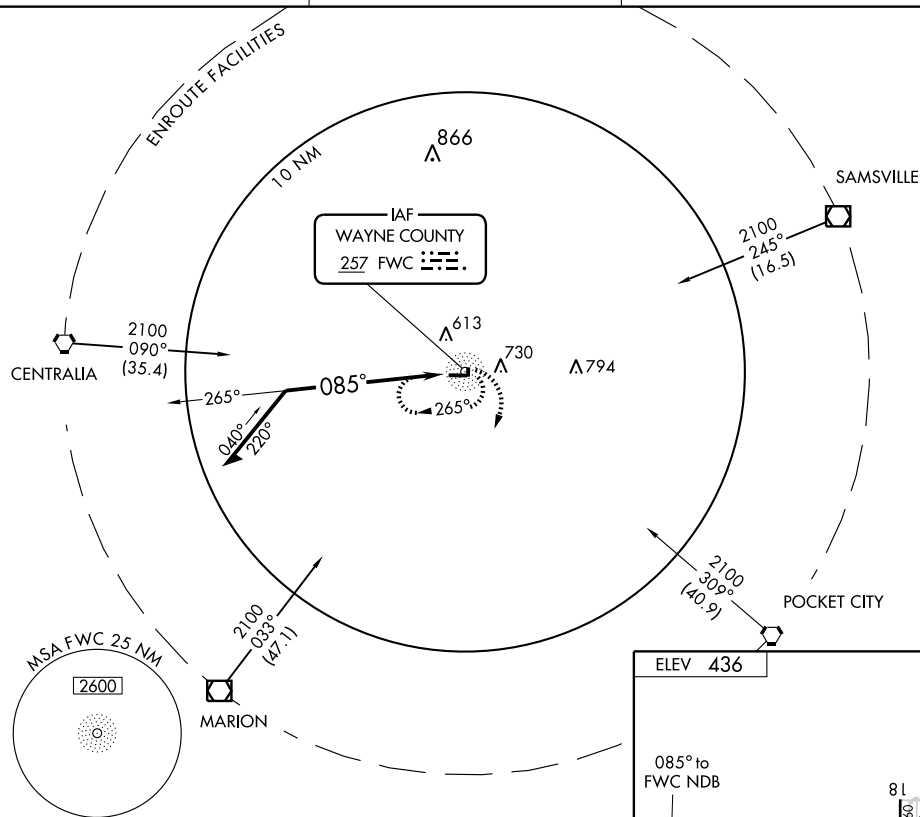


MISSED APPROACH: Climbing right turn to 2100 in the FWC NDB holding pattern.

AWOS-3
119.425

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.05 (CTAF) **0**



Remain within 10 NM

2100

NDB

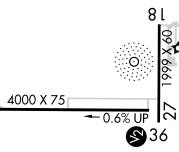
2100

FWC

ELEV 436

085° to FWC NDB

TDZE 436



CATEGORY	A	B	C	D
S-9	1100-1	664 (700-1)	1100-1 $\frac{3}{4}$ 664 (700-1 $\frac{3}{4}$)	NA
CIRCLING	1100-1	664 (700-1)	1100-1 $\frac{3}{4}$ 664 (700-1 $\frac{3}{4}$)	NA

REIL Rwy 9 **0**
MIRL Rwy 18-36 and 9-27 **0**

APP CRS 091°	Rwy ldg 4000
	TDZE 436
	Apt Elev 436

RNAV (GPS) RWY 9

FAIRFIELD MUNI (F'WC)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Flora altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility $\frac{1}{4}$ mile.

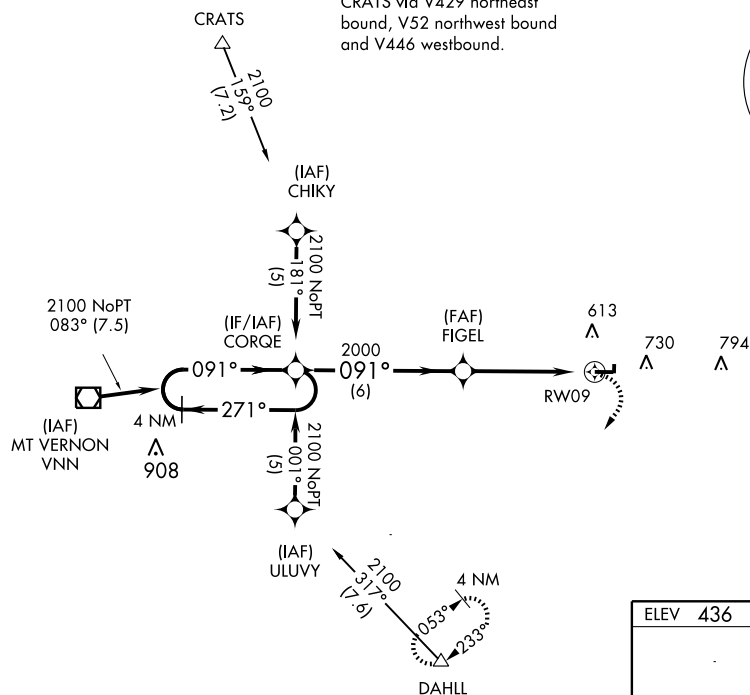
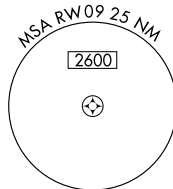
MISSED APPROACH: Climbing right turn to 3000 direct DAHLL and hold.

AWOS-3
119.425

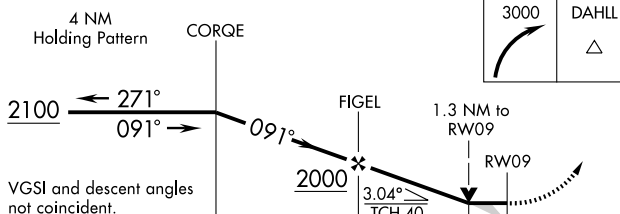
KANSAS CITY CENTER
127.7 317.7

UNICOM
123.05 (CTAF) 0

Procedure NA for arrivals at CRATS via V429 northeast bound, V52 northwest bound and V446 westbound.

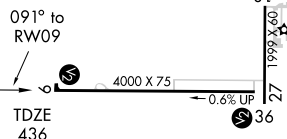


Procedure NA for arrivals at DAHLL via V4 eastbound.



CATEGORY	A	B	C	D
LNAV MDA	880-1	444 (500-1)	880-1 $\frac{1}{4}$ 444 (500-1 $\frac{1}{4}$)	NA
CIRCLING	1040-1	604 (700-1)	1040-1 $\frac{3}{4}$ 604 (700-1 $\frac{3}{4}$)	NA

ELEV 436



REIL Rwy 9 **0**
MIRL Rwy 18-36 and 9-27 **0**

ERIE AIR PARK ULTRALIGHT (3H5) 1 N UTC-6(-5DT) N41°40.95' W90°04.72'

CHICAGO

600 TPA-1400(800) NOTAM FILE IKK

RWY 18U-36U: 2000X200 (TURF)

RWY 18U: Trees. RWY 36U: Trees.

AIRPORT REMARKS: Attended Tue-Sat SR-SS. Rwy 18U-36U thlds marked with L-shaped white gravel.

COMMUNICATIONS: CTAF 122.9

ERMIN N41°43.14' W87°50.18' NOTAM FILE MDW.

CHICAGO

NDB (MHW/LOM) 332 HK 044 5.5 NM to Chicago Midway Intl.

FAIRFIELD MUNI (FWC) 2 W UTC-6(-5DT) N38°22.72' W88°24.76'

ST LOUIS

436 B FUEL 100LL, JET A NOTAM FILE FWC

RWY 09-27: H4000X75 (ASPH) S-12 MIRL 0.6% up W

RWY 09: REIL. PVASI(P SIL)—GA 3.0° TCH 25'. Tree.

RWY 27: PVASI(P SIL)—GA 3.0° TCH 28'. Pole.

RWY 18-36: H1999X60 (ASPH) S-16 MIRL

RWY 18: Road. RWY 36: Road.

AIRPORT REMARKS: Attended 1400-2200Z±. For attendant other hrs call 618-842-3145/9101. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27; REIL Rwy 09-123.05.

WEATHER DATA SOURCES: AWOS-3 119.425 (618) 847-4709.

COMMUNICATIONS: CTAF/UNICOM 123.05

KANSAS CITY CENTER APP/DEP CON 127.7

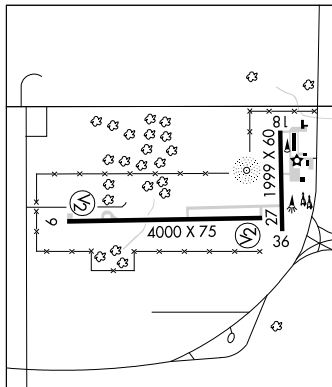
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11'

W88°05.15' 245° 16.7 NM to fld. 540/3E.

WAYNE COUNTY NDB (MHW) 257 FWC N38°22.80'

W88°24.59' at fld. NOTAM FILE FWC.

**FLORA MUNI** (FOA) 2 E UTC-6(-5DT) N38°39.90' W88°27.19'

ST LOUIS

473 B S4 FUEL 100LL, JET A NOTAM FILE FOA

RWY 03-21: H5003X75 (ASPH-PFC) S-30, S-40 MIRL

RWY 03: PVASI(P SIL)—GA 3.0° TCH 26'. Tree.

RWY 21: REIL. PVASI(P SIL)—GA 3.0° TCH 20'. Pole.

RWY 15-33: 2715X100 (TURF)

RWY 15: Thld dspcd 204'. Tree. RWY 33: Thld dspcd 174'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z±. Rwy 15-33 soft when wet. Rwy 15-33 thlds and boundary outlined by white ½ tires. Dspcd thld marked with white rock and is day use only. MIRL Rwy 03-21 preset on low ints; to increase ints and ACTIVATE REIL Rwy 21; PVASI Rwy 03 and Rwy 21, and twy lgtS—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.175 (618) 662-8355.

COMMUNICATIONS: CTAF/UNICOM 122.7

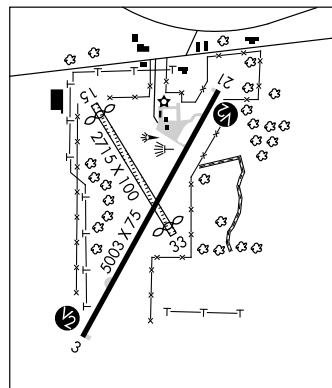
KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

BIBLE GROVE (L) VORTAC 109.0 BIB Chan 27 N38°55.22'

W88°28.91' 172° 15.4 NM to fld. 540/3E.

ILS/DME 108.55 I-RTT Chan 22Y Rwy 21. LOC only.

**FOSTER FLD** (See APPLE RIVER)**FRASCA FLD** (See Urbana)

LOC/DME I-RTT
108.55
Chan **22** (Y)

APP CRS
211°

Rwy Idg **5003**
TDZE **470**
Apt Elev **472**

LOC/DME RWY 21
FLORA MUNI (FOA)

When local altimeter setting not received, use Olney-Noble altimeter setting and increase all MDA 40 feet and Circling Cat C visibility $\frac{1}{4}$ mile. Visibility reduction by helicopters NA.

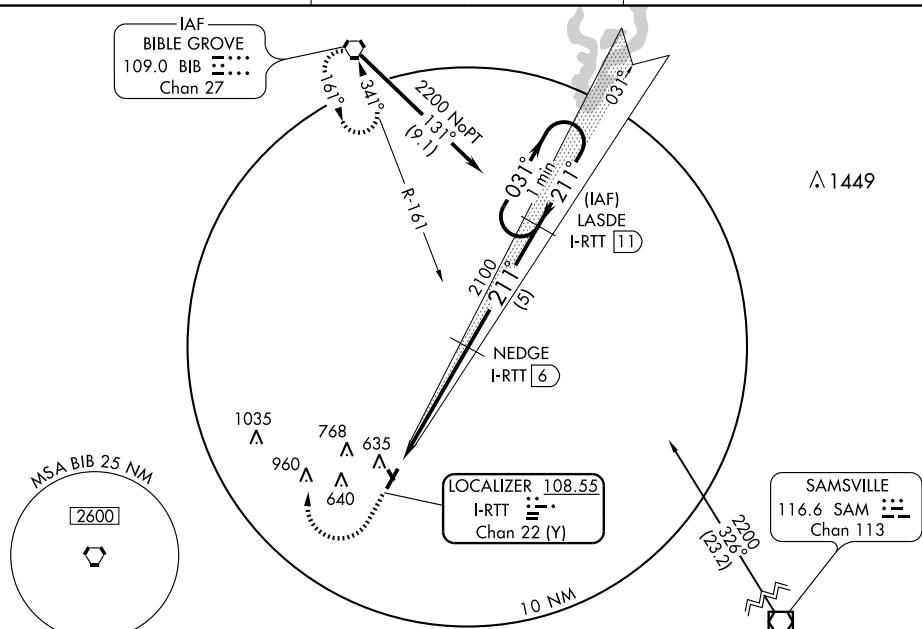
MISSED APPROACH: Climb to 1200 then climbing right turn to 2300 direct to BIB VORTAC and hold.

AWOS-3
120.175

KANSAS CITY CENTER
127.7 317.7

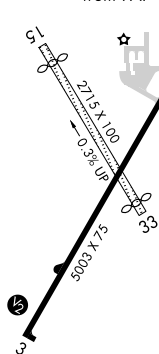
UNICOM
122.7 (CTAF) **0**

IAF
BIBLE GROVE
109.0 BIB
Chan 27

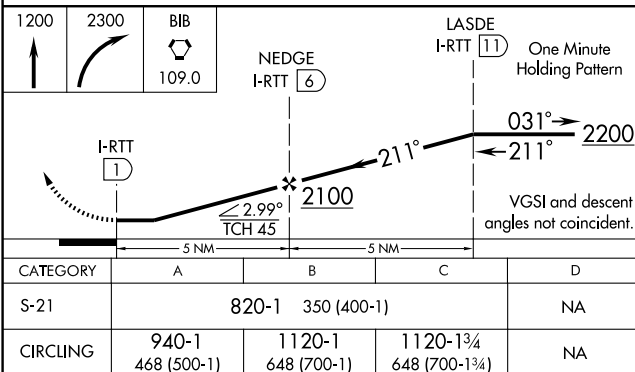


ELEV **472**

211° 5 NM
from FAF



REIL Rwy 21 **0**
MIRL Rwy 3-21 **0**



APP CRS
031°

Rwy ldg **5003**
TDZE **473**
Apt Elev **473**

RNAV (GPS) RWY 3

FLORA MUNI (FOA)

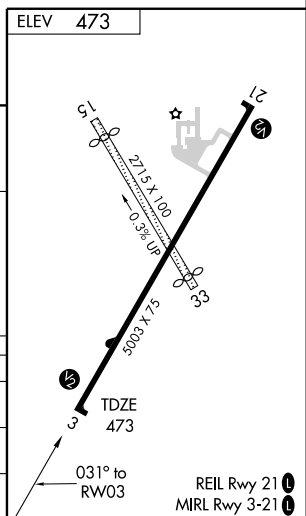
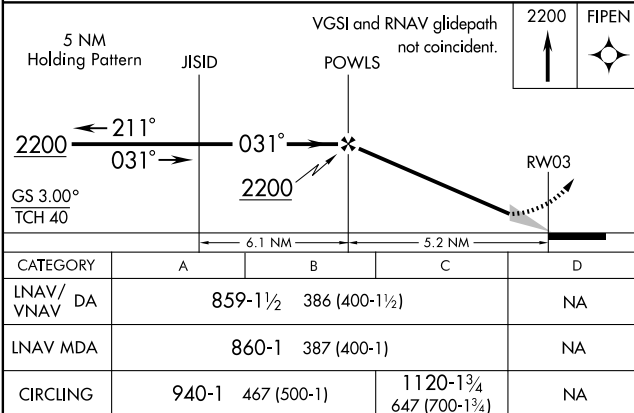
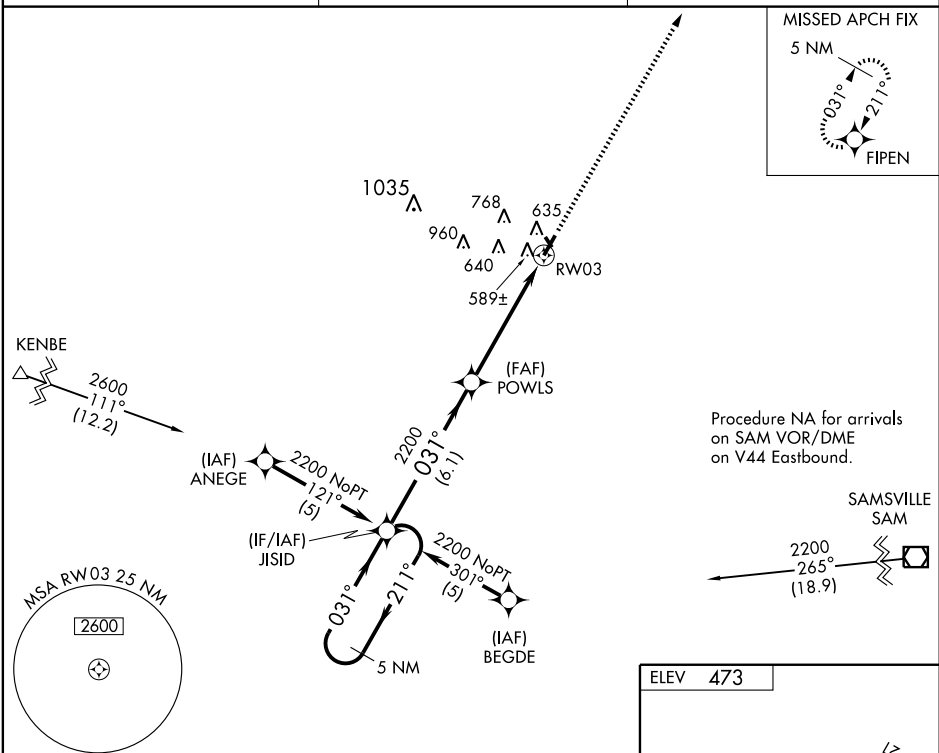
When local altimeter setting not received, use Olney-Noble altimeter setting and increase DA and all MDA 40 feet, increase LNAV and Circling Cat C visibility $\frac{1}{4}$ mile. Baro-VNAV NA when using Olney-Noble altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2200 direct
FIPEN and hold.

AWOS-3
120.175

KANSAS CITY CENTER
127.7 317.7

UNICOM
122.7 (CTAF) 0



APP CRS
211°

Rwy ldg **5003**
TDZE **470**
Apt Elev **473**

RNAV (GPS) RWY 21

FLORA MUNI (FOA)



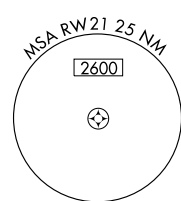
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Olney-Noble altimeter setting
and increase all DA/MDA 40 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 2200 direct
JISID and hold.

AWOS-3
120.175

KANSAS CITY CENTER
127.7 317.7

UNICOM
122.7 (CTAF) 0



(IAF)
BIBLE GROVE
BIB

2200 NoPT
127°
(8.8)

5 NM

(IF/IAF)
FIPEN

2200 NoPT
301°
(5)

(IAF)
AGAKE

△ 1449

Procedure NA for arrivals
on BIB VORTAC airway
radials 067 CW 078.

2200
211°
(6.1)

(FAF)
HANEL

Procedure NA for arrivals
on SAM VOR/DME airway
radials 263 CW 278.

2200
064°
(30.7)

KENBE

1035 △

635 △

768 △

960 △

579± △

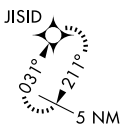
640 △

RW21

SAMSVILLE
SAM

2200
340°
(1.6)

MISSED APCH FIX

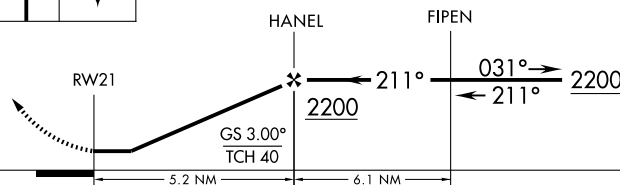


2200

JISID

VGSI and descent
angles not coincident.

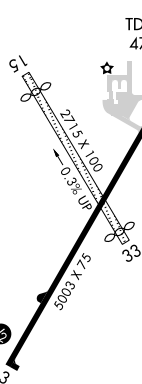
5 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	900-1	430 (500-1)	900-1¼ 430 (500-1¼)	NA
CIRCLING	940-1	467 (500-1)	1120-1¾ 647 (700-1¾)	NA

ELEV 473

211° to
RW21



REIL Rwy 21 0
MIRL Rwy 3-21 0

FREEPORT

ALBERTUS (FEP) 3 SE UTC-6(-5DT) N42°14.77' W89°34.92'

859 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE FEP

RWY 06-24: H5504X100 (ASPH-GRVD) S-20, D-60 MIRL 0.3% up SW

RWY 06: REIL. PAPI(P4L). GA 3.0° TCH 40'. Tree.

RWY 24: MALSR. PAPI(P4L). GA 3.0° TCH 40'.

RWY 18-36: 2496X150 (TURF)

RWY 18: Road. RWY 36: Tree.

RWY 13-31: 2285X150 (TURF)

RWY 13: Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z†, Sat 1400-2300Z†. Ultralight and glider activity on and in/ovf arpt. TPA 1659 (800) piston acft, 1259 (400) ultralights. Rwy 18-36 thlds marked with in-ground conc markers. Rwy 13-31 thlds marked with in-ground conc markers. Rwy 06 REIL OTS indef. MIRL Rwy 06-24 and twy lgts preset on low ints SS-SR, to incr inst and ACTIVATE REIL Rwy 06 and MALSR Rwy 24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously.

WEATHER DATA SOURCES: AWOS-3 120.525 (815) 233-4472.**COMMUNICATIONS:** CTAF/UNICOM 122.8

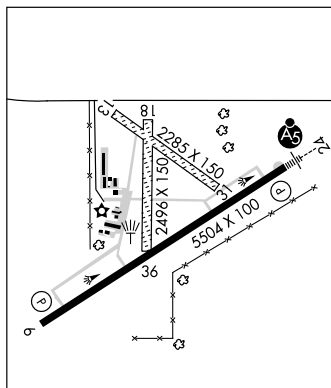
Ⓡ ROCKFORD APP/DEP CON 126.0 CLNC DEL 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.

JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48'

W89°06.32' 226° 28.3 NM to fld. 931/3E.

ILS/DME 108.3 I-PJE Chan 20 Rwy 24.



CHICAGO

H-5D, L-28G

IAP

FREEPORT/DORNINK (C86) 6 NE UTC-6(-5DT) N42°22.67' W89°33.84'

949 TPA—1749(800) NOTAM FILE IKK

RWY 18-36: 2600X100 (TURF)

RWY 36: Thld dsplcd 360'. Road.

AIRPORT REMARKS: Attended irregularly. Rwy 36 dsplcd thld marked with red and white ground markers. Rwy mowed 80' wide and marked with cones on sides.

COMMUNICATIONS: CTAF/UNICOM 122.8

CHICAGO

GALESBURG MUNI (GBG) 3 SW UTC-6(-5DT) N40°56.28' W90°25.87'

764 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE GBG

RWY 03-21: H5791X150 (ASPH-PFC) S-47, D-57, 2D-85 HIRL

RWY 03: MALSR.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 43.2'. Antenna.

RWY 10-28: H3600X100 (ASPH) S-30, D-40 MIRL

RWY 10: Tree RWY 28: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1200-0230Z†, Sat-Sun 1300-0100Z†. Self serve 100LL avbl 24 hrs. HIRL Rwy 03-21 and MIRL Rwy 10-28 preset low ints ngt. To increase ints ngt and ACTIVATE HIRL Rwy 03-21 and MIRL Rwy 10-28 day and MALSR Rwy 03; REIL and VASI Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 109.8 GBG (309) 343-3711.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 109.8T (KANKAKEE RADIO)

Ⓡ QUAD CITY APP/DEP CON 118.2 (1130-0430Z†) CLNC DEL 120.7

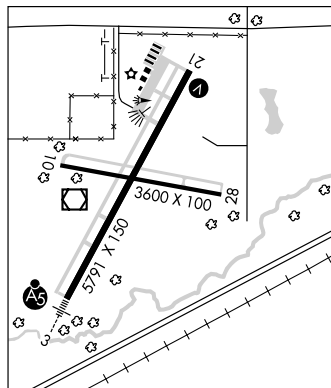
Ⓡ CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z†)

AIRSPACE: CLASS E svc 1300-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GBG.

(T) VOR/DME 109.8 GBG Chan 35 N40°56.24'

W90°26.07' at fld. 760/3E. AWOS-3.

ILS 110.7 I-GBG Rwy 03.



CHICAGO

H-5D, L-27B

IAP

GALT FLD (See GREENWOOD/WONDER LAKE)

GEN-AIR PARK (See GENESEO)

LOC/DME I-PJE 108.3 Chan 20	APP CRS 234°	Rwy Idg TDZE 5504 Apt Elev 847 859
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ILS or LOC RWY 24

FREEPORT/ALBERTUS (FEP)



For inoperative MALSR, increase S-LOC 24 Cats A and B visibility to 1. If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet.



MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via JVL VOR/DME R-221 to ADOSE Int/I-PJE 12.5 DME and hold.

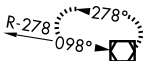
AWOS-3
120.525

ROCKFORD APP CON
126.0 327.0

CLNC DEL
121.85

UNICOM
122.8 (CTAF) **0**

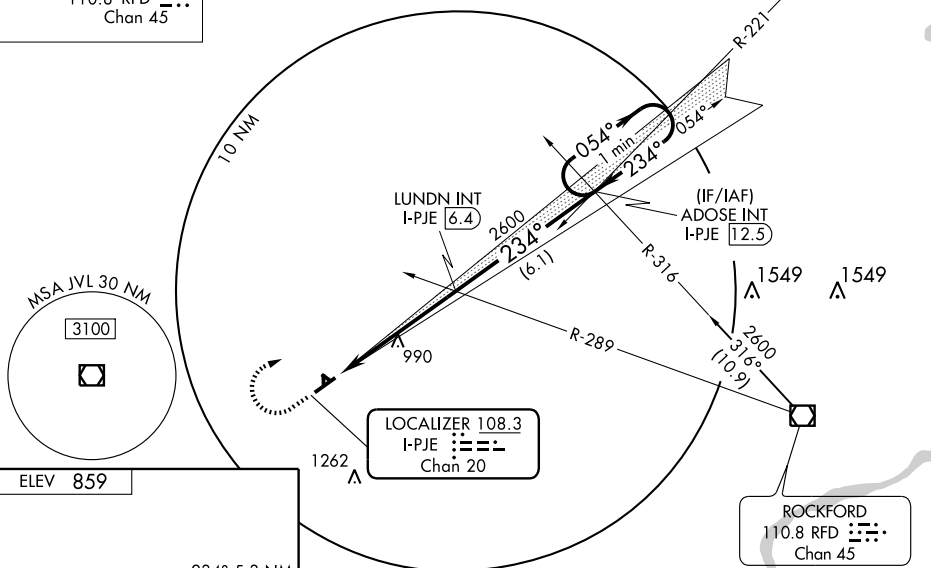
ALTERNATE
MISSED APCH FIX



ROCKFORD
110.8 RFD **45**
Chan 45

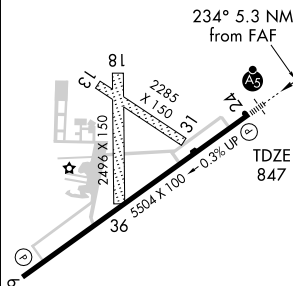
IAF
JANESVILLE
114.3 JVL **90**
Chan 90

Procedure NA for arrival on
JVL VOR/DME airway radials
147 CW 278.



ELEV **859**

234° 5.3 NM
from FAF



1400	2600	ADOSE INT	LUNDN INT I-PJE 6.4	ADOSE INT I-PJE 12.5	One Minute Holding Pattern
JVL R-221 114.3	I-PJE 2.4	I-PJE 1.1	2600	2600	054° → 2600 ← 234°
1.3	4 NM	6.1 NM			GS 3.00° TCH 45
CATEGORY	A	B	C	D	
S-ILS 24	1047- ³ / ₄ 200 (200- ³ / ₄)				
S-LOC 24	1300- ³ / ₄ 453 (500- ³ / ₄)				1300-1 453 (500-1)
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1½ 521 (600-1½)	1440-2 581 (600-2)	

WAAS CH 56404 W06A	APP CRS 054°	Rwy Idg TDZE Apt Elev	5504 859 859
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RNAV (GPS) RWY 6

FREEPORT/ALBERTUS (FEP)

⚠ If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). Baro-VNAV and VDP NA when using Rockford altimeter setting.

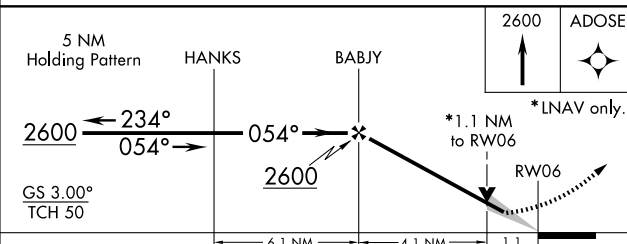
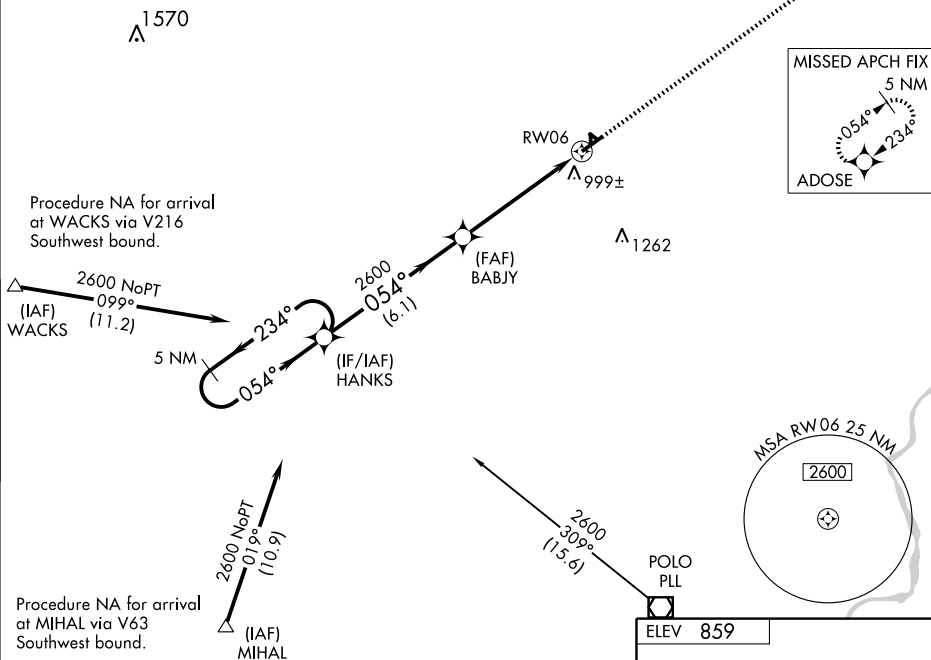
MISSED APPROACH: Climb to 2600 direct ADOSE and hold.

AWOS-3
120.525

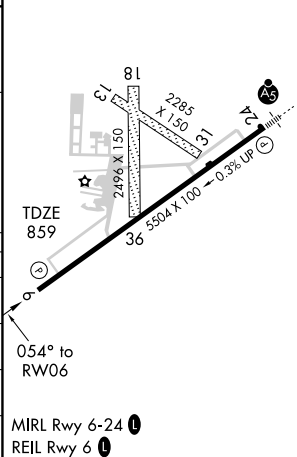
ROCKFORD APP CON
126.0 327.0

CLNC DEL
121.85

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1109-1 250 (300-1)			
LNAV/VNAV DA	1371-1¾ 512 (600-1¾)			
LNAV MDA	1260-1 401 (500-1)		1260-1¼ 401 (500-1¼)	
CIRCLING	1300-1 441 (500-1)	1340-1 481 (500-1)	1380-1½ 521 (600-1½)	1440-2 581 (600-2)



WAAS CH 78403 W24A	APP CRS 234°	Rwy Idg TDZE 847 Apt Elev 859	5504
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RNAV (GPS) RWY 24

FREEPORT/ALBERTUS (FEP)

▼ If local altimeter setting not received, use Rockford altimeter setting and increase all DAs 67 feet and all MDAs 80 feet. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F).
▲ Baro-VNAV and VDP NA when using Rockford altimeter setting. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1, and LNAV Cats A, B and C to 1. Inoperative table does not apply to LNAV Cat. D.

MALSR



MISSED APPROACH:
Climb to 2600 direct
HANKS and hold.

AWOS-3

120.525

ROCKFORD APP CON

126.0 327.0

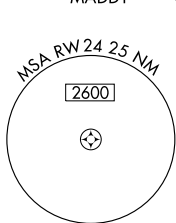
CLNC DEL

121.85

UNICOM

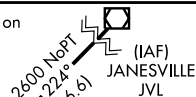
122.8 (CTAF) 0

MADDY



2600
114°
(20.1)

Procedure NA for arrival on
JVL VOR/DME via V216
northeast bound.



ZOSTA
2.2 NM to
RW24

913 ±

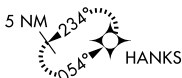
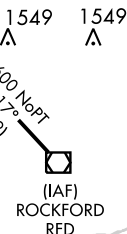
RW24

990

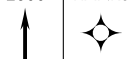
(FAF) LUNDN

1262
▲

Procedure NA for arrival on
RFD VOR/DME airway radials
278 CW 327.



2600 HANKS



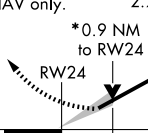
*LNAV only.

ZOSTA
2.2 NM to
RW24

LUNDN

ADOSE

5 NM
Holding Pattern



*0.9 NM
to RW24

*1580

234°

054° → 2600

GS 3.00°
TCH 45

CATEGORY

A

B

C

D

LPV DA

1097-3/4 250 (300-3/4)

LNAV/VNAV DA

1097-3/4 250 (300-3/4)

LNAV MDA

1180-3/4 333 (400-3/4)

1180-1

333 (400-1)

CIRCLING

1300-1

441 (500-1)

1340-1

481 (500-1)

1380-1 1/2

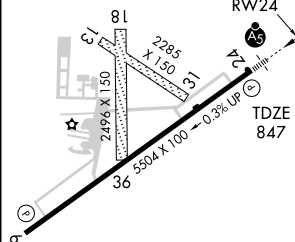
521 (600-1 1/2)

1440-2

581 (600-2)

MIRL Rwy 6-24 0

REIL Rwy 6 0



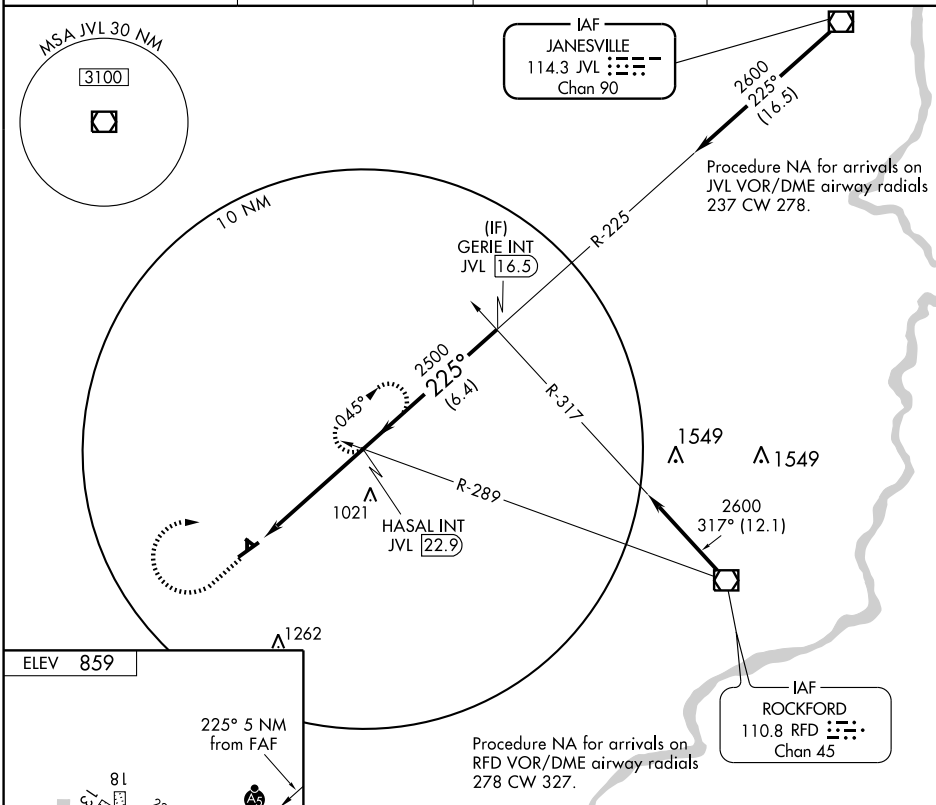
VOR/DME JVL	APP CRS	Rwy Idg	5504
114.3	225°	TDZE	847
Chan 90		Apt Elev	859

VOR RWY 24

FREEPORT/ALBERTUS (FEP)

<p>▼ ▲</p> <p>If local altimeter setting not received, use Rockford altimeter setting and increase all MDAs 80 feet.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2500 via JVL VOR/DME R-225 then right turn via heading 090° and JVL VOR/DME R-225 to HASAL INT 22.9 DME and hold.</p>
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AWOS-3 120.525	ROCKFORD APP CON 126.0 327.0	CLNC DEL 121.85	UNICOM 122.8 (CTAF) 0
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FREEPORT

ALBERTUS (FEP) 3 SE UTC-6(-5DT) N42°14.77' W89°34.92'

859 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE FEP

RWY 06-24: H5504X100 (ASPH-GRVD) S-20, D-60 MIRL 0.3% up SW

RWY 06: REIL. PAPI(P4L). GA 3.0° TCH 40'. Tree.

RWY 24: MALSR. PAPI(P4L). GA 3.0° TCH 40'.

RWY 18-36: 2496X150 (TURF)

RWY 18: Road. RWY 36: Tree.

RWY 13-31: 2285X150 (TURF)

RWY 13: Road.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z†, Sat 1400-2300Z†. Ultralight and glider activity on and in/ovf arpt. TPA 1659 (800) piston acft, 1259 (400) ultralights. Rwy 18-36 thlds marked with in-ground conc markers. Rwy 13-31 thlds marked with in-ground conc markers. Rwy 06 REIL OTS indef. MIRL Rwy 06-24 and twy lgts preset on low ints SS-SR, to incr inst and ACTIVATE REIL Rwy 06 and MALSR Rwy 24—CTAF. PAPI Rwy 06 and Rwy 24 opr continuously.

WEATHER DATA SOURCES: AWOS-3 120.525 (815) 233-4472.**COMMUNICATIONS:** CTAF/UNICOM 122.8

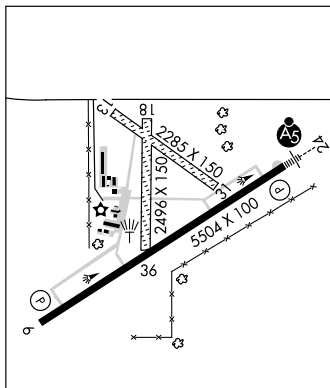
Ⓡ ROCKFORD APP/DEP CON 126.0 CLNC DEL 121.85

RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.

JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48'

W89°06.32' 226° 28.3 NM to fld. 931/3E.

ILS/DME 108.3 I-PJE Chan 20 Rwy 24.



CHICAGO

H-5D, L-28G

IAP

FREEPORT/DORNINK (C86) 6 NE UTC-6(-5DT) N42°22.67' W89°33.84'

949 TPA—1749(800) NOTAM FILE IKK

RWY 18-36: 2600X100 (TURF)

RWY 36: Thld dsplcd 360'. Road.

AIRPORT REMARKS: Attended irregularly. Rwy 36 dsplcd thld marked with red and white ground markers. Rwy mowed 80' wide and marked with cones on sides.

COMMUNICATIONS: CTAF/UNICOM 122.8

CHICAGO

GALESBURG MUNI (GBG) 3 SW UTC-6(-5DT) N40°56.28' W90°25.87'

764 B S4 FUEL 100LL, JET A OX 2 NOTAM FILE GBG

RWY 03-21: H5791X150 (ASPH-PFC) S-47, D-57, 2D-85 HIRL

RWY 03: MALSR.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 43.2'. Antenna.

RWY 10-28: H3600X100 (ASPH) S-30, D-40 MIRL

RWY 10: Tree RWY 28: Tree.

AIRPORT REMARKS: Attended Mon-Fri 1200-0230Z†, Sat-Sun 1300-0100Z†. Self serve 100LL avbl 24 hrs. HIRL Rwy 03-21 and MIRL Rwy 10-28 preset low ints ngt. To increase ints ngt and ACTIVATE HIRL Rwy 03-21 and MIRL Rwy 10-28 day and MALSR Rwy 03; REIL and VASI Rwy 21—CTAF.

WEATHER DATA SOURCES: AWOS-3 109.8 GBG (309) 343-3711.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 109.8T (KANKAKEE RADIO)

Ⓡ QUAD CITY APP/DEP CON 118.2 (1130-0430Z†) CLNC DEL 120.7

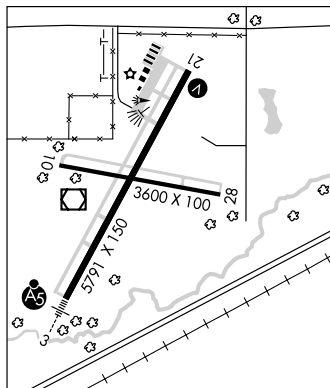
Ⓡ CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z†)

AIRSPACE: CLASS E svc 1300-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GBG.

(T) VOR/DME 109.8 GBG Chan 35 N40°56.24'

W90°26.07' at fld. 760/3E. AWOS-3.

ILS 110.7 I-GBG Rwy 03.



CHICAGO

H-5D, L-27B

IAP

GALT FLD (See GREENWOOD/WONDER LAKE)

GEN-AIR PARK (See GENESEO)

LOC I-GBG 110.7	APP CRS 025°	Rwy Idg TDZE Apt Elev	5791 763 764
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ILS or LOC RWY 3

GALESBURG MUNI (GBG)



MISSED APPROACH: Climb to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

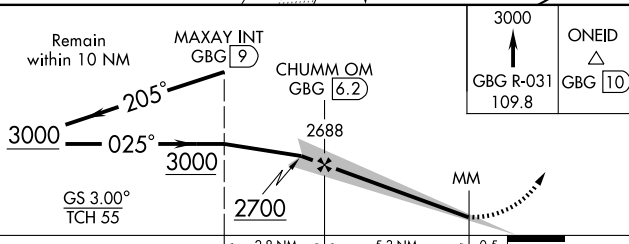
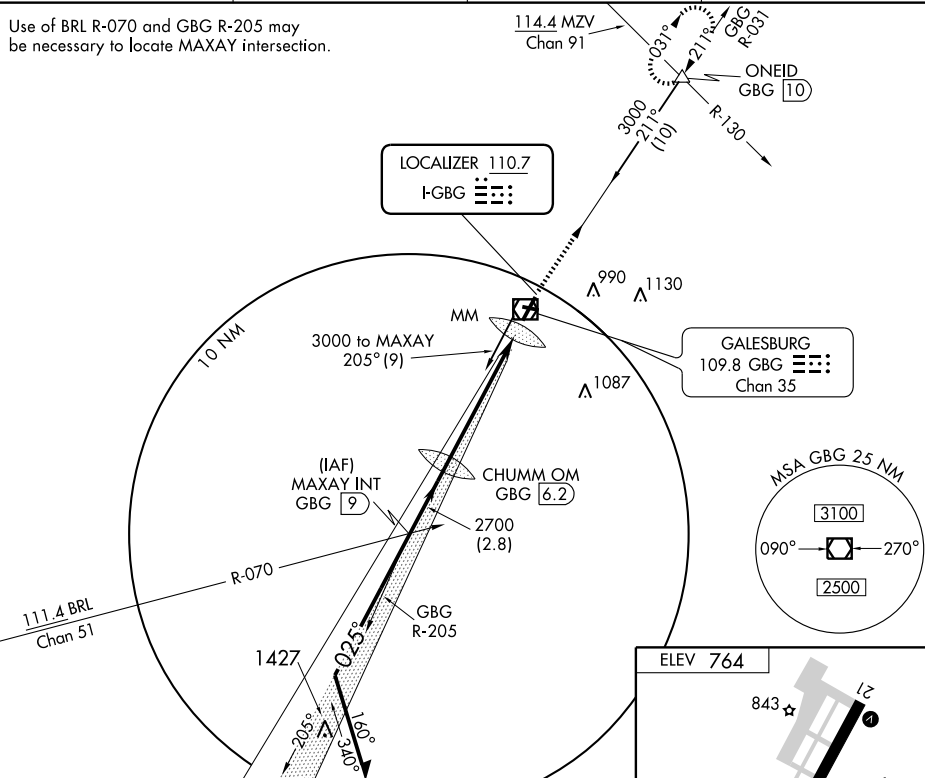
AWOS-3
109.8

QUAD CITY APP CON ★
118.2 257.8

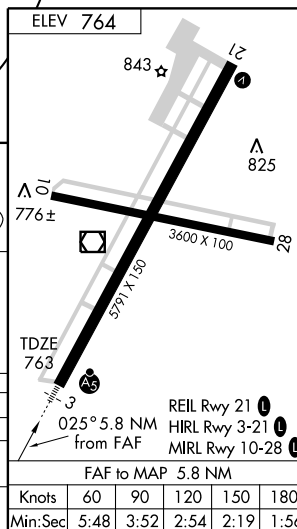
CLNC DEL
120.7

UNICOM
123.0(CTAF) **0**

Use of BRL R-070 and GBG R-205 may be necessary to locate MAXAY intersection.



CATEGORY	A	B	C	D
S-ILS-3		963-1/2	200 (200-1/2)	
S-LOC-3	1160-1/2	397 (400-1/2)		1160-3/4 397 (400-3/4)
CIRCLING	1220-1	456 (500-1)	1220-1 1/2 456 (500-1 1/2)	1340-2 576 (600-2)



FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

REIL Rwy 21 **0**
HIRL Rwy 3-21 **0**
MIRL Rwy 10-28 **0**

VOR/DME 109.8 Chan 35	GBG	APP CRS 019°	Rwy Idg TDZE Apt Elev	5791 763 764
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VOR or GPS RWY 3

GALESBURG MUNI (GBG)



For inoperative MALSR, increase Cat D S-3 visibility ¼ mile.

MALSR



MISSED APPROACH: Climb to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

AWOS-3

109.8

QUAD CITY APP CON★

118.2 257.8

CLNC DEL

120.7

UNICOM

123.0 (CTAF) **0**

MSA GBG 25 NM

090° — □ — 270°

3100

2500

114.4 MZV
Chan 91

R-031

ONEID
GBG **10**

R-130

2400
211°
(110)GALESBURG
109.8 GBG
Chan 352400
199° (6)

990

1130

1087

R-065

111.4 BRL
Chan 51

019°

134°

1427

R-199

10 NM

(IAF)
ELBEE INT
GBG **6**

ELEV 764

843

12

825

776±

28

019° to
VOR/DME

5791 X 150

TDZE
763REIL Rwy 21 **0**
HIRL Rwy 3-21 **0**
MIRL Rwy 10-28 **0**Remain
within 10 NM

199°

ELBEE INT
GBG **6**

2400

019°

2400

3000

GBG R-031
109.8ONEID
GBG **10**

VOR/DME

5.6 NM

CATEGORY

A

B

C

D

S-3

1160-½

397 (400-½)

1160-1

397 (400-1)

CIRCLING

1220-1

456 (500-1)

1220-½

456 (500-½)

1340-2

576 (600-2)

VOR/DME GBG 109.8 Chan 35	APP CRS 211°	Rwy Idg TDZE Apt Elev	5791 764 764
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VOR or GPS RWY 21

GALESBURG MUNI (GBG)



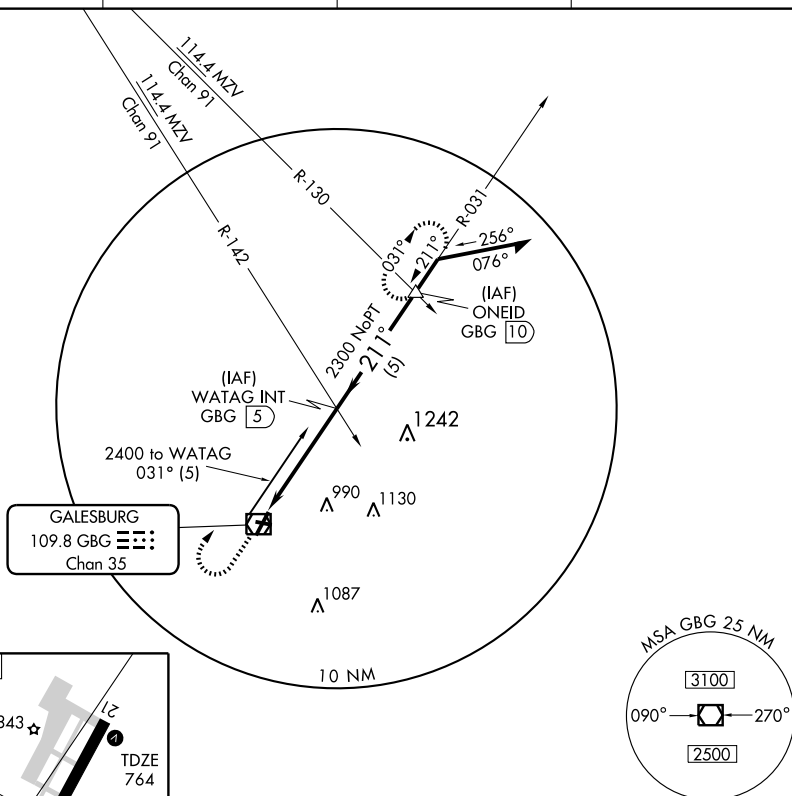
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via GBG R-031 to ONEID Int/GBG 10 DME and hold.

AWOS-3
109.8

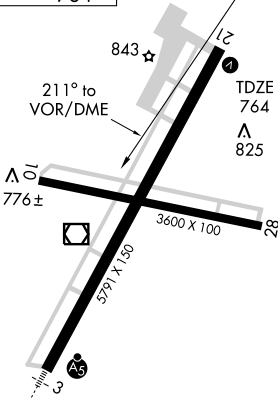
QUAD CITY APP CON ★
118.2 257.8

CLNC DEL
120.7

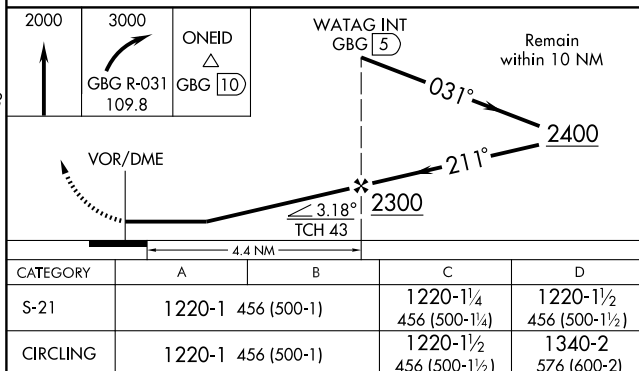
UNICOM
123.0 (CTAF) **0**



ELEV **764**



REIL Rwy 21 **0**
HIRL Rwy 3-21 **0**
MIRL Rwy 10-28 **0**



GENESEO

GEN-AIRPARK (3G8) 2 SE UTC-6(-5DT) N41°26.39' W90°06.60'

CHICAGO

645 TPA-1445 (800) NOTAM FILE IKK

RWY 09-27: 2568X120 (TURF) LIRL (NSTD)

RWY 09: Thld dspld 240'. Road.

RWY 27: Thld dsplcd 300'. Road.

AIRPORT REMARKS: Attended irregularly. Parachute activity on and invof arpt. Rwy 09-27 dsplcd thld marked with a 10' strip of gravel outward from both sides of rwy. Rwy 09-27 NSTD LIRL; NSTD spacing and ints.

COMMUNICATIONS: CTAF 122.9

GILMY N42°06.87' W89°05.92' NOTAM FILE RFD.

CHICAGO

NDB (LOM) 275 RF 001° 4.9 NM to Chicago/Rockford Intl.

GOOEY N38°28.68' W89°44.27' NOTAM FILE BLV.

ST LOUIS

NDB (LOM) 385 JD 309° 6.1 NM to Scott AFB/MidAmerica. No NOTAM MP Tue 1200-1600Z†.

GRANDPAS' FARM MENDOTA (See MENDOTA)

GRAYS LAKE

CAMPBELL (C81) 2 SW UTC-6(-5DT) N42°19.48' W88°04.45'

CHICAGO

788 B S4 **FUEL** 100LL TPA-1588(800) NOTAM FILE IKK

COPTER

RWY 06-24: 3573X40 (ASPH-TURF)

L-28H, A

RWY 06: Trees.

RWY 24: Thld dsplcd 301'. Tree.

IAP

RWY 09-27: H3270X40 (ASPH) LIRL (NSTD) 0.3% up E

RWY 09: TRCV(TRIL)—GA 4.0°. Trees.

RWY 27: TRCV(TRIL)—GA 4.0°. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z†, Sat-Sun

1330-2300Z†. Be alert: model acft flying ½ mile SE of Rwy 27 thld. No touch and go ldg permitted. Unlgt'd power lines 167' AGL ¾ mile S of Rwy 09-27. Rwy 06-24 pavement has several areas of loose debris, cracks and depressions. Rwy edges drop off in excess of 2 inches. Rwy 24 NSTD dsplcd thld white stripe marking only. Rwy 06-24 SW 1000' portion turf-grvl. Rwy 09-27 NSTD LIRL; spacing and lgt ints varies. NSTD TRIL Rwy 09 and Rwy 27 only operational dusk-dawn.

COMMUNICATIONS: CTAF/UNICOM 122.7

® CHICAGO APP/DEP CON 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29'

W87°57.11' 321° 8.2 NM to fld. 758/2W.



GREATER BEARDSTOWN (See BEARDSTOWN)

GREATER KANKAKEE (See KANKAKEE)

GREATER PEORIA RGNL (See PEORIA)

APP CRS	Rwy Idg	N/A
118°	TDZE	N/A
	Apt Elev	788

RNAV (GPS) -B

GRAYSLAKE/CAMPBELL (C81)

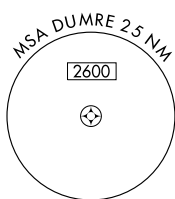
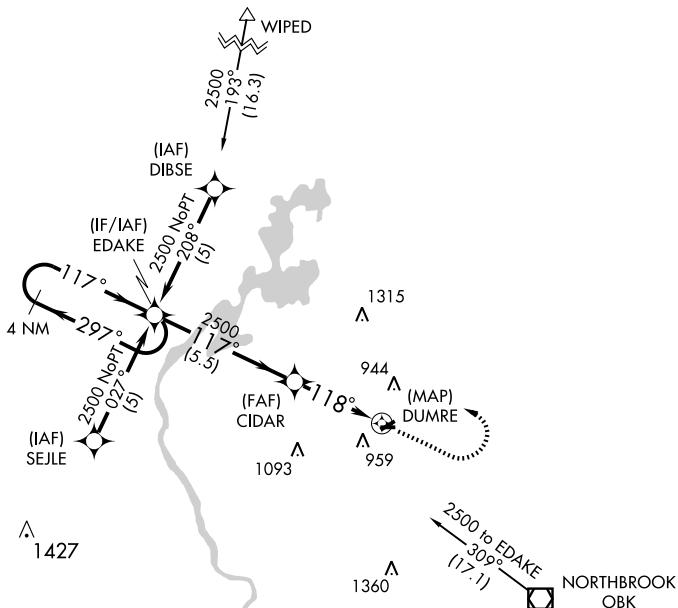
T
A NA

Use Chicago O'Hare altimeter setting.
GPS or RNP-0.3 Required.
DME/DME-0.3 NA.

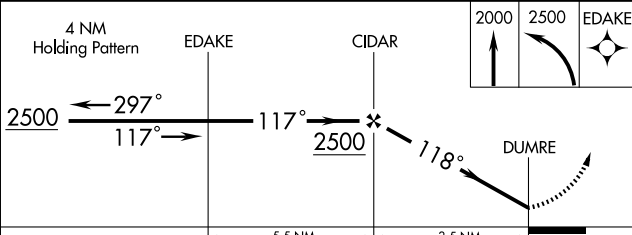
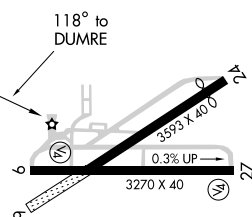
MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct EDAKE WP and hold.

CHICAGO APP CON
120.55 315.6

UNICOM
122.7 (CTAF)



ELEV 788



CATEGORY	A	B	C	D
CIRCLING	1380-1 592 (600-1)		1380-1½ 592 (600-1½)	NA

LIRL Rwy 9-27

GRAYSLAKE, ILLINOIS
Orig 10098

GRAYSLAKE/CAMPBELL (C81)
RNAV (GPS) -B

42°19'N-88°04'W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

VOR/DME 113.0 Chan 77	OBK	APP CRS 140°	Rwy Idg TDZE Apt Elev	N/A N/A 788
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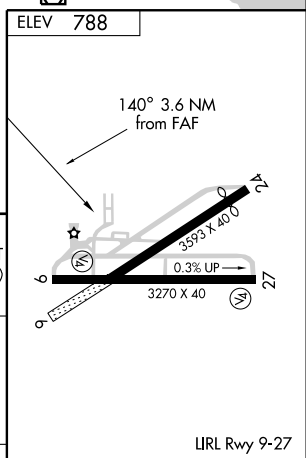
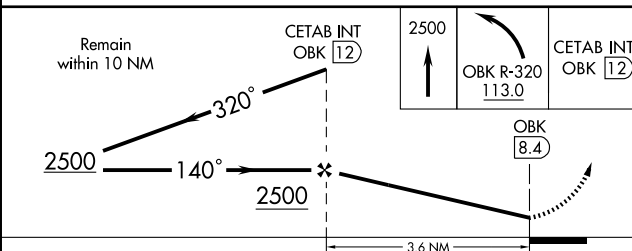
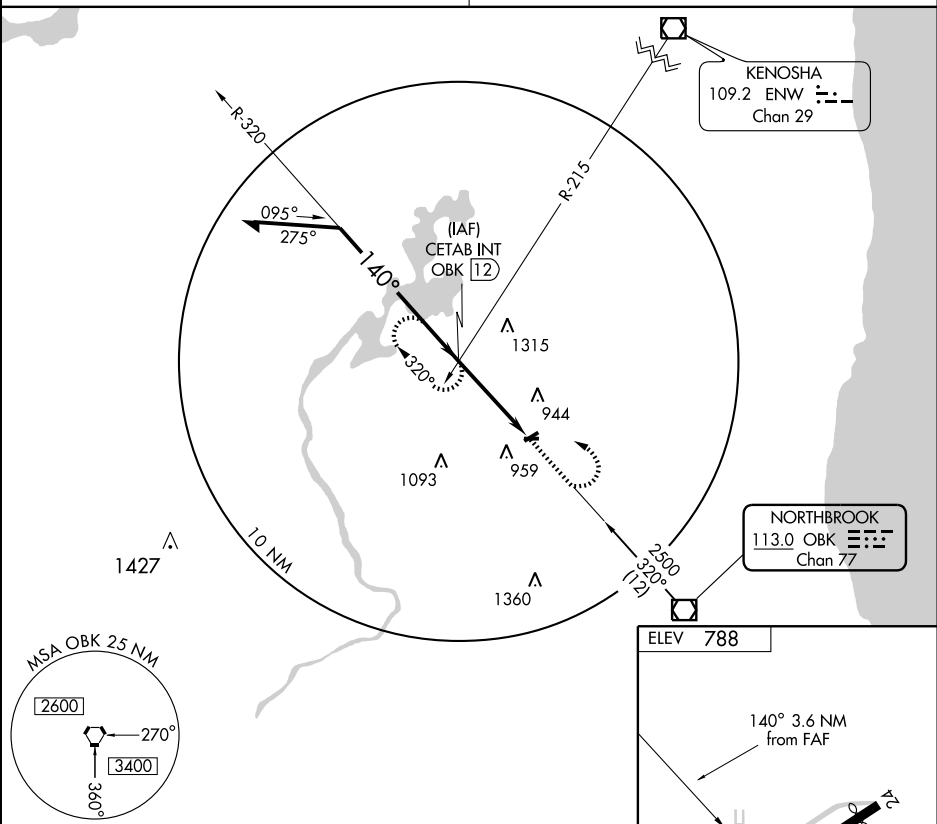
VOR-A

GRAYSLAKE/CAMPBELL (C81)



Use Chicago O'Hare altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn via OBK R-320 to CETAB Int/12 DME and hold.

CHICAGO APP CON
120.55 315.6UNICOM
122.7 (CTAF)

CATEGORY	A	B	C	D
CIRCLING	1500-1 712 (800-1)		1500-2 712 (800-2)	NA

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

GREENVILLE (GRE) 3 S UTC-6(-5DT) N38°50.17' W89°22.70'

541 B S2 FUEL 100LL, JET A TPA-1341(800) NOTAM FILE STL

RWY 18-36: H4002X75 (ASPH) S-7.5 MIRL

RWY 18: REIL. PVASI(P SIL)—GA 3.0° TCH 25'.

RWY 09-27: 3200X250 (TURF)

Rwy 09: Tree RWY 27: Thld displcd 600'. Tree.

AIRPORT REMARKS: Attended Oct-Mar 1400-2300Z†, Apr-Sep

1230-0000Z†. Parachute Jumping. Intensive powered parachute ops during early morning and late afternoon/evening. Runway 09-27 600' E CLOSED indef. MIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE—CTAF. Rwy 27 displd thlds marked with 5' vee board painted yellow. Rwy 18 REIL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 123.05

VANDALIA RCO 122.1R 114.3T (ST LOUIS RADIO)

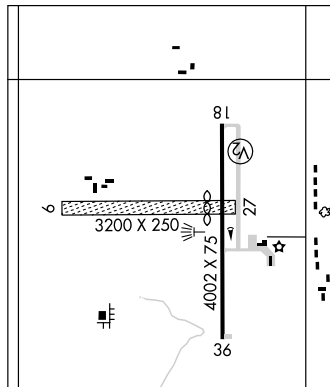
KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62'

W89°09.75' 209° 18.5 NM to fld. 604/4E.

COMM/NAV/WEATHER REMARKS: Automated UNICOM. 618-664-1939.



GREENWOOD/WONDER LAKE

GALT FLD (10C) 1N UTC-6(-5DT) N42°24.17' W88°22.51'

875 B S4 FUEL 100LL OX 3, 4 TPA-1675(800) NOTAM FILE IKK

RWY 09-27: H2802X36 (ASPH) LIRL (NSTD) 0.9% up W

RWY 09: Tree. RWY 27: Tree.

RWY 18-36: 2141X125 (TURF) 0.6% up N

RWY 18: Thld displcd 200'. Tree.

RWY 36: Thld displcd 270'. Pole.

AIRPORT REMARKS: Attended May-Sep 1300-0200Z†, Oct-Apr

1300-2300Z†, Memorial Day to Labor Day 1300-0100Z†. Deer on and in/ov arpt. Rwy 18-36 CLOSED indef. Rwy 09-27 unmarked. Rwy 09-27 NSTD LIRL with NSTD spacing; 2669' lgtd at night. Rwy 18 and 36 displcd thlds marked with A-frames painted black and yellow.

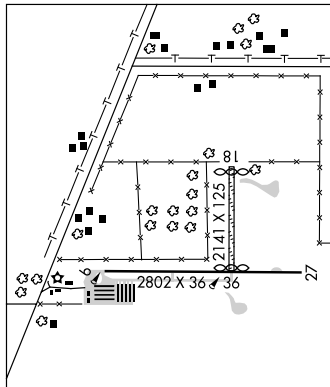
COMMUNICATIONS: CTAF/UNICOM 122.8

® CHICAGO APP/DEP CON 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29'

W87°57.11' 302° 21.8 NM to fld. 758/2W.



CHICAGO

COPTER

L-28H, A

IAP

APP CRS
179°

Rwy Idg **4002**
TDZE **540**
Apt Elev **541**

RNAV (GPS) RWY 18

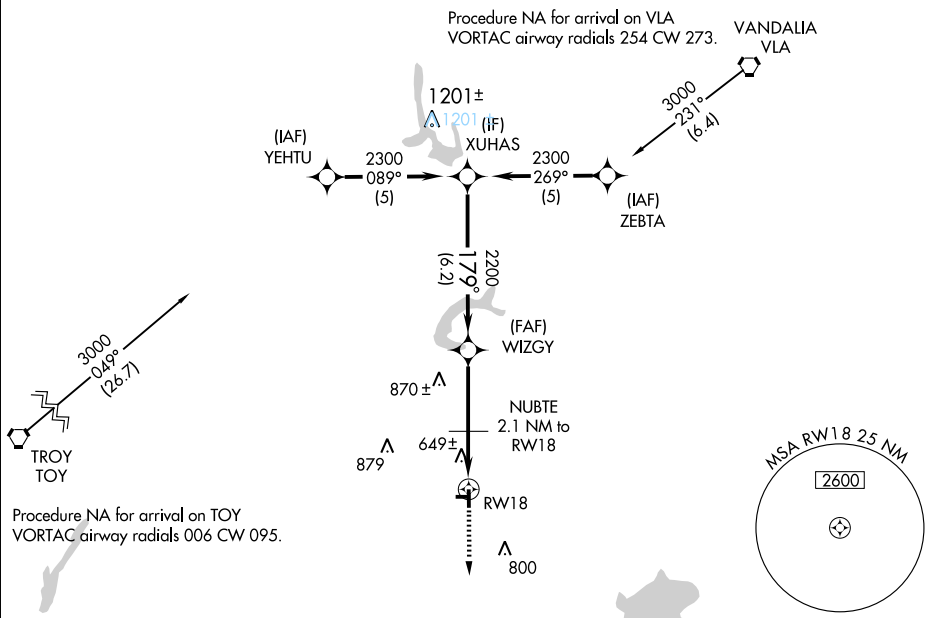
GREENVILLE (GRE)

▼ DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
▲ NA Use Salem-Leckrone altimeter setting; when not received, use Centralia Muni altimeter setting

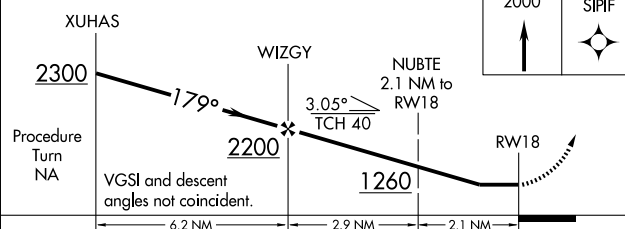
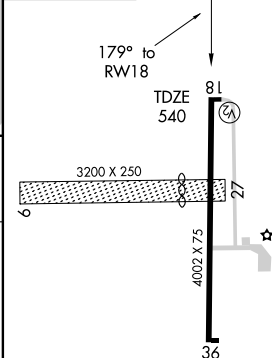
MISSED APPROACH: Climb to 2000 direct SIPIF and hold.

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.05 (CTAF) 0



ELEV 541



CATEGORY	A	B	C	D
LNAV MDA	960-1	420 (500-1)	960-1¼	420 (500-1¼)
CIRCLING	1020-1 479 (500-1)	1040-1 499 (500-1)	1040-1½ 499 (500-1½)	1220-2¼ 679 (700-2¼)

REIL Rwy 18
MIRL Rwy 18-36 0

VORTAC VLA 114.3 Chan 90	APP CRS 209°	Rwy Idg TDZE Apt Elev	N/A N/A 541
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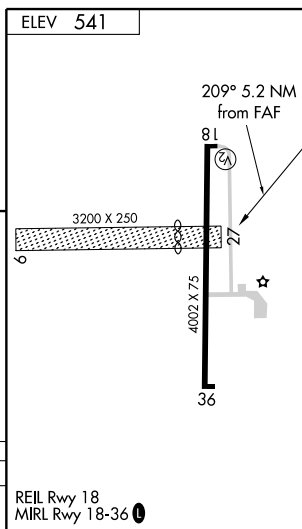
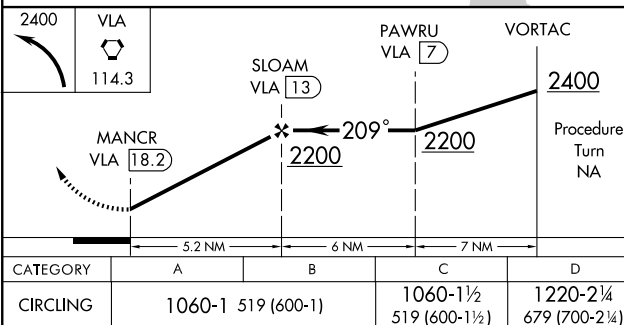
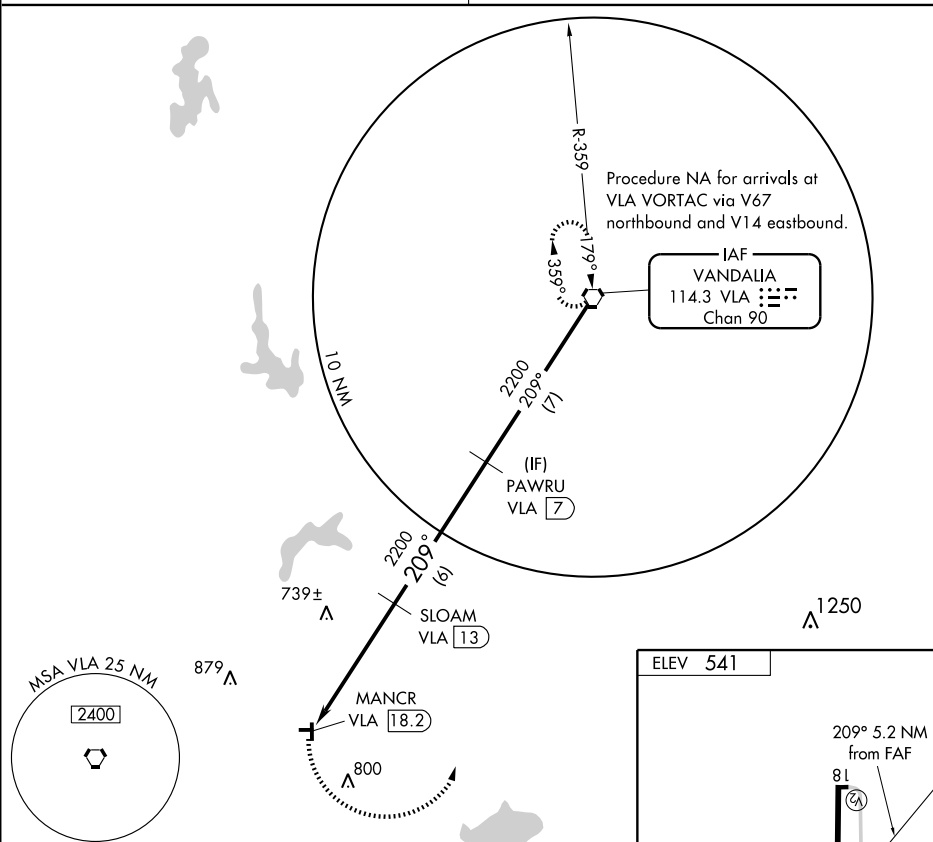
VOR/DME-A
GREENVILLE (GRE)

▼ Use Solem-Leckrone altimeter setting. When not received, use Centralia altimeter setting.
▲ NA

MISSED APPROACH: Climbing left turn to 2400 direct VLA VORTAC and hold.

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.05 (CTAF) 0



GREENVILLE (GRE) 3 S UTC-6(-5DT) N38°50.17' W89°22.70'

541 B S2 FUEL 100LL, JET A TPA-1341(800) NOTAM FILE STL

RWY 18-36: H4002X75 (ASPH) S-7.5 MIRL

RWY 18: REIL. PVASI(P SIL)—GA 3.0° TCH 25'.

RWY 09-27: 3200X250 (TURF)

Rwy 09: Tree RWY 27: Thld displcd 600'. Tree.

AIRPORT REMARKS: Attended Oct-Mar 1400-2300Z†, Apr-Sep

1230-0000Z†. Parachute Jumping. Intensive powered parachute ops during early morning and late afternoon/evening. Runway 09-27 600' E CLOSED indef. MIRL Rwy 18-36 preset on low ints; to increase ints ACTIVATE—CTAF. Rwy 27 displ thlds marked with 5' vee board painted yellow. Rwy 18 REIL OTS indef.

COMMUNICATIONS: CTAF/UNICOM 123.05

VANDALIA RCO 122.1R 114.3T (ST LOUIS RADIO)

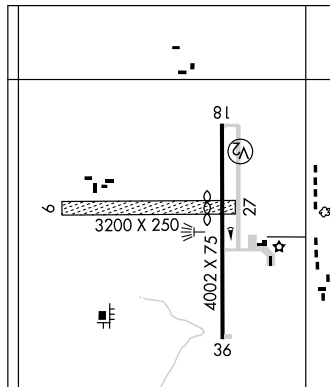
KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62'

W89°09.75' 209° 18.5 NM to fld. 604/4E.

COMM/NAV/WEATHER REMARKS: Automated UNICOM. 618-664-1939.



GREENWOOD/WONDER LAKE

GALT FLD (10C) 1N UTC-6(-5DT) N42°24.17' W88°22.51'

875 B S4 FUEL 100LL OX 3, 4 TPA-1675(800) NOTAM FILE IKK

RWY 09-27: H2802X36 (ASPH) LIRL (NSTD) 0.9% up W

RWY 09: Tree. RWY 27: Tree.

RWY 18-36: 2141X125 (TURF) 0.6% up N

RWY 18: Thld displcd 200'. Tree.

RWY 36: Thld displcd 270'. Pole.

AIRPORT REMARKS: Attended May-Sep 1300-0200Z†, Oct-Apr

1300-2300Z†, Memorial Day to Labor Day 1300-0100Z†. Deer on and in/ov arpt. Rwy 18-36 CLOSED indef. Rwy 09-27 unmarked. Rwy 09-27 NSTD LIRL with NSTD spacing; 2669' lgtd at night. Rwy 18 and 36 displcd thlds marked with A-frames painted black and yellow.

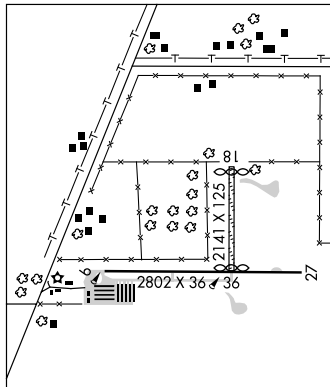
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CHICAGO APP/DEP CON 120.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29'

W87°57.11' 302° 21.8 NM to fld. 758/2W.



CHICAGO

COPTER

L-28H, A

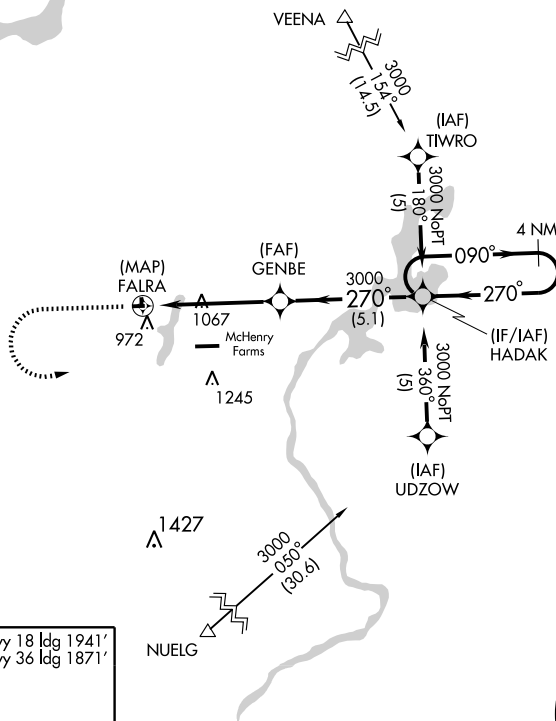
IAP

APP CRS
270°Rwy Idg
TDZE
Apt Elev**N/A**
N/A
875

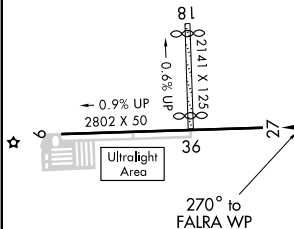
AL-6106 (FAA)

RNAV (GPS)-B

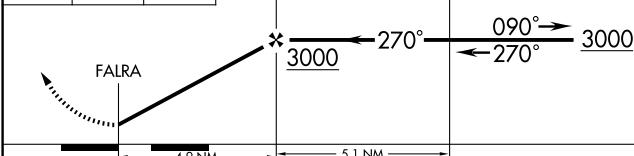
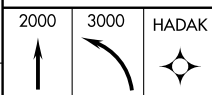
GREENWOOD/ GALT FIELD (10C)

Use Waukegan Rgnl altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to 2000, then climbing
left turn to 3000 direct HADAK WP and hold.CHICAGO APP CON
120.55 315.6UNICOM
122.8 (CTAF)

ELEV 875

Rwy 18 ldg 1941'
Rwy 36 ldg 1871'

LURL Rwy 9-27



CATEGORY	A	B	C	D
CIRCLING	1480-1	605 (700-1)	1480-1 $\frac{3}{4}$ 605 (700-1 $\frac{3}{4}$)	NA

VOR/DME OBK 113.0 Chan 77	APP CRS 302°	Rwy Idg TDZE Apt Elev	N/A N/A 875
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AL-6106 (FAA)

VOR-A

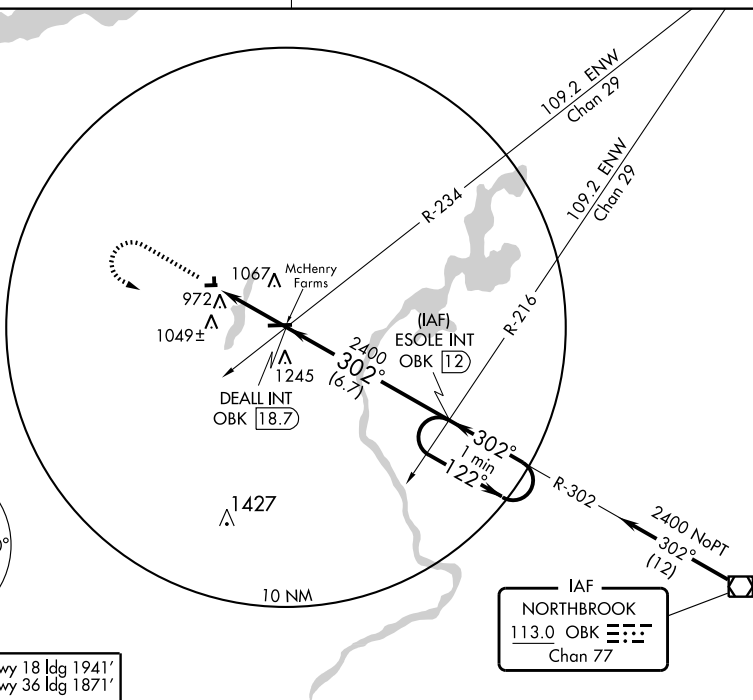
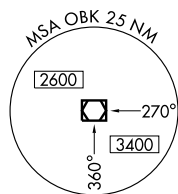
GREENWOOD/GALT FIELD (10C)

▲ NA Use Waukegan Rgnl altimeter setting.

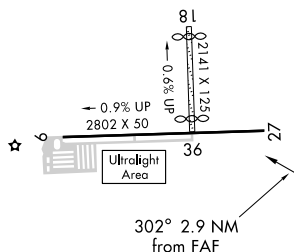
MISSED APPROACH: Climb to 2400, then left turn via OBK R-302 to ESOLE INT/12 DME and hold.

CHICAGO APP CON
120.55 315.6

UNICOM
122.8 (CTAF)



ELEV 875 Rwy 18 Idg 1941'
Rwy 36 Idg 1871'



LIRL Rwy 9-27

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

2400		ESOLE INT		One Minute Holding Pattern	
OBK R-302 113.0		DEALL INT OBK 18.7		ESOLE INT OBK 12	
OBK 21.6		2400		122°	
2.9 NM		6.7 NM		2400	
CATEGORY		A		C	
CIRCLING		1440-1 565 (600-1)		1440-1½ 565 (600-1½)	
		B		D	
		1440-1¼ 565 (600-1¼)		NA	

GREENWOOD/WONDER LAKE, ILLINOIS

GREENWOOD/GALT FIELD (10C)

Amdt 10 08213

42°24'N - 88°23'W

VOR-A

HARRISBURG**HARRISBURG—RALEIGH** (HSB) 4 N UTC−6(−5DT) N37°48.68' W88°33.02'ST LOUIS
H—5E, L—161
IAP

398 B S2 FUEL 100LL JET A TPA—1198(800) NOTAM FILE HSB

RWY 06—24: H5013X75 (ASPH) S—12 MIRL

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Tree.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 35'. Tree.

RWY 14—32: H2764X75 (ASPH) S—26 MIRL

RWY 14: Pole. RWY 32: Pole.

AIRPORT REMARKS: Attended 1400–2300Z. For fuel after hrs call arpt manager at 618–926–0640 (cell) or 618–937–3674. Ultralight activity on and in/ov arpt. MIRL Rwy 06–24 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 14–32, REIL Rwy 06 and Rwy 24, and PAPI Rwy 06 and Rwy 24—CTAF.

WEATHER DATA SOURCES: AWOS—3 135.925 (618) 253–3010.**COMMUNICATIONS:** CTAF/UNICOM 122.8

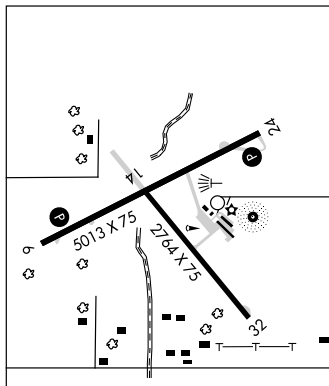
Ⓡ KANSAS CITY CENTER APP/DEP CON 125.3

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

POCKET CITY (H) VORTACW 113.3 PXV Chan 80 N37°55.70'

W87°45.74' 257° 38.1 NM to fld. 384/3E. HIWAS.

NDB (MHW) 230 HSB N37°48.70' W88°32.72' at fld. NOTAM
FILE HSB.

**HARTENBOWER HECTARES** (See LOSTANT)**HARVARD****DACY** (ØCØ) 1 SW UTC−6(−5DT) N42°24.15' W88°37.94'

CHICAGO

913 S4 FUEL 100LL TPA—1513(600) NOTAM FILE IKK

RWY 09—27: 3589X105 (TURF)

RWY 09: Thld dsplcd 300'. Tree. RWY 27: Tree.

RWY 14—32: 2633X100 (TURF)

RWY 14: Thld dsplcd 681'. Tree.

RWY 18—36: 2577X120 (TURF) LIRL (NSTD)

RWY 18: Thld dsplcd 305'. Road.

AIRPORT REMARKS: Attended 1400–0400Z. Rwy 18–36 NSTD LIRL; NSTD spacing and non-frangible. Rwy 18–36 2,272' lighted. Rwy 09 dsplcd thld marked with white tires. Rwy 14 dsplcd thld marked with white tires. Rwy 18 dsplcd thld marked with white tires and orange and white barrels.

COMMUNICATIONS: CTAF 122.9**HAVANA RGNL** (9IØ) 5 SE UTC−6(−5DT) N40°13.27' W90°01.37'

CHICAGO

499 B TPA—1499(1000) NOTAM FILE IKK

RWY 09—27: 2235X100 (TURF) LIRL

AIRPORT REMARKS: Attended irregularly. 9' crops E of Rwy 27 thld—seasonal.**COMMUNICATIONS:** CTAF 122.9**HIGHLAND—WINET** (HØ7) 3 NE UTC−6(−5DT) N38°46.76' W89°38.43'

ST LOUIS

537 TPA—1337(800) NOTAM FILE STL

RWY 18—36: 2692X200 (TURF)

RWY 36: Thld dsplcd 354'. Road. Rgt tfc.

AIRPORT REMARKS: Unattended. Extensive glider ops along W side of rwy; gliders fly opposite pattern to powered acft. Rwy 36 dsplcd thld marked with white tires; also both sides of rwy marked with white tires. To assure firm turf; do not taxi S of above ground fuel tank.

COMMUNICATIONS: CTAF 122.9

NDB HSB 230	APP CRS 229°	Rwy Idg TDZE Apt Elev	5013 396 398
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NDB RWY 24

HARRISBURG-RALEIGH (HSB)

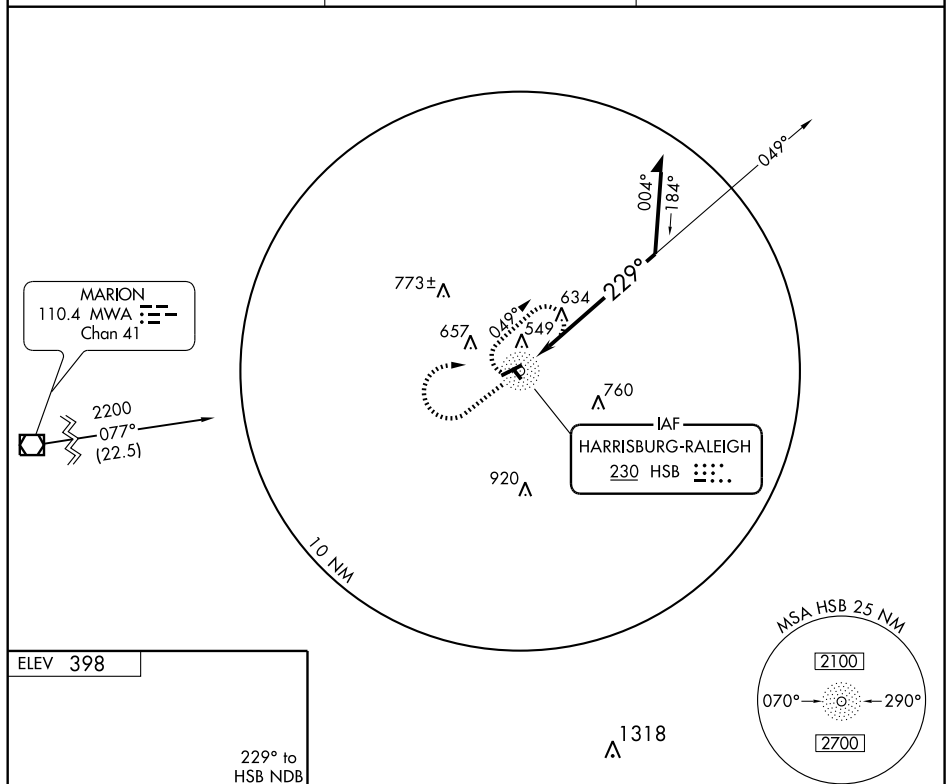
V Visibility reduction by helicopters NA. When local altimeter setting not received, use
A Williamson County Rgnl altimeter setting and increase all MDA 80 feet; increase S-24 Cat C and D visibility and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2200 then right turn direct to HSB NDB and hold.

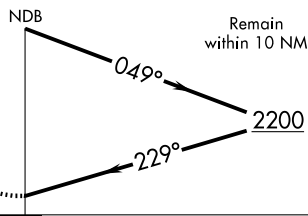
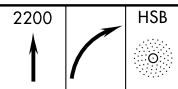
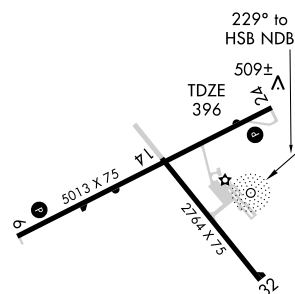
AWOS-3
135.925

KANSAS CITY CENTER
125.3 269.5

UNICOM
122.8 (CTAF) 0



ELEV 398



CATEGORY	A	B	C	D
S-24	1040-1 644 (700-1)		1040-1¾ 644 (700-1¾)	1040-2 644 (700-2)
CIRCLING	1040-1 642 (700-1)		1040-1¾ 642 (700-1¾)	1040-2 642 (700-2)

REIL Rwy 6 and 24
MRL Rwy 6-24 and 14-32

HARRISBURG, ILLINOIS
Amdt 11 23SEP10

37°49'N - 88°33'W

HARRISBURG-RALEIGH (HSB)
NDB RWY 24

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 63119 W06A	APP CRS 063°	Rwy Idg 5013 TDZE 394 Apt Elev 398
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RNAV (GPS) RWY 6

HARRISBURG-RALEIGH (HSB)

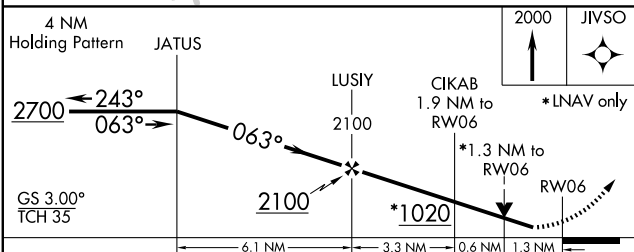
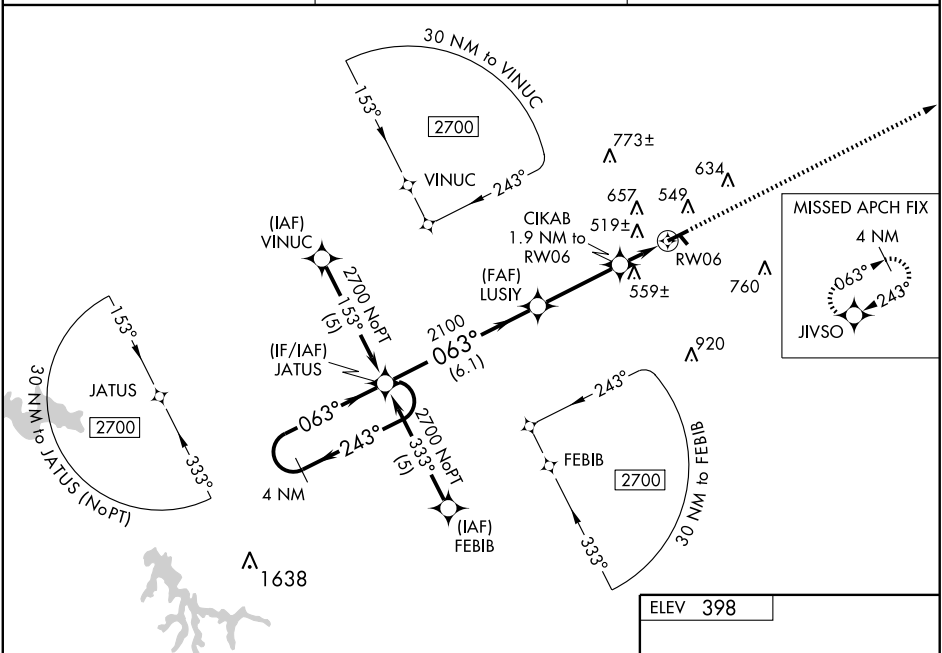
⚠ Baro-VNAV NA when using Williamson County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP NA with Williamson County Rgnl altimeter setting.

MISSED APPROACH:
Climb to 2000 direct JIVSO and hold.

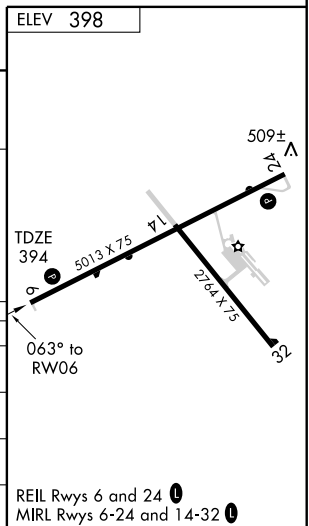
AWOS-3
135.925

KANSAS CITY CENTER
125.3 269.5

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	682-1	288 (300-1)		
LNAV/VNAV DA	958-2	564 (600-2)		
LNAV MDA	820-1	426 (500-1)	820-1¼	426 (500-1¼)
CIRCLING	880-1 482 (500-1)	1020-1 622 (700-1)	1020-1¾ 622 (700-1¾)	1020-2 622 (700-2)



WAAS CH 56519 W24A	APP CRS 243°	Rwy Idg 5013 TDZE 396 Apt Elev 398
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RNAV (GPS) RWY 24

HARRISBURG-RALEIGH (HSB)

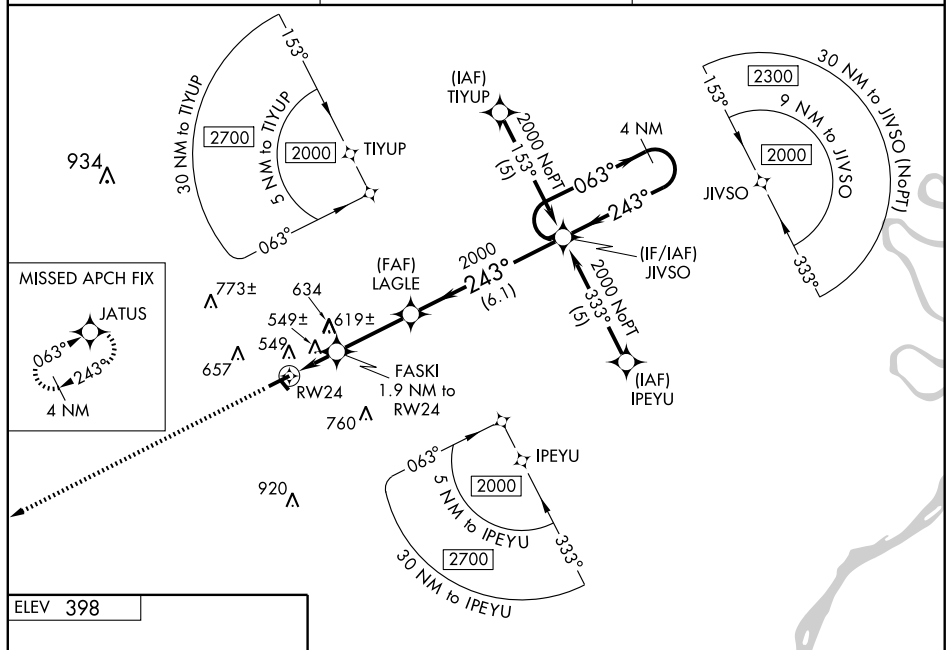
▼ Baro-VNAV NA when using Williamson County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williamson County Rgnl altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH:
Climb to 2700 direct JATUS and hold.

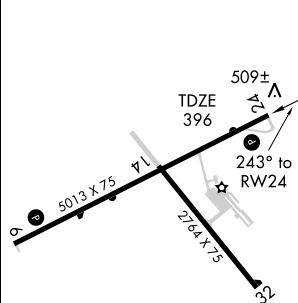
AWOS-3
135.925

KANSAS CITY CENTER
125.3 269.5

UNICOM
122.8 (CTAF) 0



ELEV 398



REIL Rwy 6 and 24 **0**
MIRL Rwy 6-24 and 14-32 **0**

2700

JATUS

↑

✦

VGSI and descent angles not coincident.

4 NM Holding Pattern

LAGLE

2000

JIVSO

243°

063°

2000

243°

2000

GS 3.00°

TCH 35

*LNAV only

FASKI

1.9 NM to RW24

1020*

RW24

2000

243°

1.9 NM

3 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA	693-1		297 (300-1)	
LNAV/VNAV DA	859-1¾		463 (500-1¾)	
LNAV MDA	880-1	484 (500-1)	880-1¼ 484 (500-1¼)	880-1½ 484 (500-1½)
CIRCLING	880-1 482 (500-1)	1020-1 622 (700-1)	1020-1¾ 622 (700-1¾)	1020-2 622 (700-2)

HARRISBURG, ILLINOIS
Amdt 2 23SEP10

37°49'N - 88°33'W

HARRISBURG-RALEIGH (HSB)
RNAV (GPS) RWY 24

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

HILLSBORO MUNI (3K4) 2 SE UTC-6(-5DT) N39°08.67' W89°27.42'

ST LOUIS

637 TPA—1437(800) NOTAM FILE STL

RWY 18-36: 4150X200 (TURF) LIRL (NSTD)

RWY 18: P-line. RWY 36: Thld dsplcd 1050'. Tree.

AIRPORT REMARKS: Unattended. Minimum security prison ¾ mile SW of arpt, maintain TPA on left downwind and base leg of Rwy 36. Rwy 18-36 soft when wet, use center portion. Rwy 18-36 S 1050' rough. This area is not lighted and is marked by dsplcd thld, which consists of white rock and 3 red thld lights on each side of rwy. N end of rwy also marked with white rock and three red thld lights on both sides of rwy. For NSTD LIRL Rwy 18-36 call 217-532-2173. Rwy 18-36 NSTD LIRL due to spacing. Rwy 18 obstruction marked with orange balls. NOTE:

See Special Notices—Model Rocket Activity.

COMMUNICATIONS: CTAF 122.9

HINCKLEY (ØC2) 3 W UTC-6(-5DT) N41°46.25' W88°42.21'

CHICAGO

760 TPA—1560(800) NOTAM FILE IKK

RWY 09-27: 2640X100 (TURF)

AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Extensive parachute jumping and glider ops conducted surface—17,500'. Rwy 09-27 not plowed; use at own risk. Arpt may be unusable under very wet conditions.

COMMUNICATIONS: CTAF 122.9

HOMER N40°01.59' W87°57.19' NOTAM FILE STL.

CHICAGO

NDB (MHW) 281 HMJ 302° 13.4 NM to Frasca fld. VFR only. OTS indef.

HUSKK N39°46.39' W89°45.59' NOTAM FILE SPI.

ST. LOUIS

NDB (MHW/LOM) 382 SP 043° 5.7 NM to Abraham Lincoln Capital.

L-27C

ILLINOIS VALLEY RGNL—WALTER A DUNCAN FLD (See PERU)

INGERSOLL (See CANTON)

JACKSONVILLE MUNI (IJX) 3 N UTC-6(-5DT) N39°46.48' W90°14.30'

ST LOUIS

624 B S4 FUEL 100LL, JET A TPA—1424(800) NOTAM FILE IJX

H-5D, L-27B

RWY 13-31: H5000X75 (ASPH) S-22, D-28 MIRL

IAP

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 36'. Pole.

RWY 31: REIL. Trees.

RWY 04-22: H4001X75 (ASPH) MIRL

RWY 04: Trees. RWY 22: Trees.

AIRPORT REMARKS: Attended 1300Z±-dusk. CAUTION: Deer on and in/ov arpt. ACTIVATE MIRL Rwy 13-31 and Rwy 04-22 and REIL Rwy 13 and Rwy 31 and twy lgts—CTAF. Southeast twy lgts OTS indef.

WEATHER DATA SOURCES: AWOS-3 108.6 IJX (217) 243-6379.

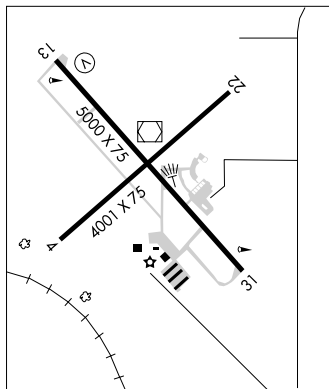
COMMUNICATIONS: CTAF/UNICOM 122.8

® SPRINGFIELD APP/DEP CON 118.45 118.6 (1200-0400Z±)
CLNC DEL 118.45

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE IJX.

(T) VORW/DME 108.6 IJX Chan 23 N39°46.59'
W90°14.32' at fld. 615/2E. AWOS-3.



JOLIET N41°32.78' W88°19.10' NOTAM FILE IKK.

CHICAGO

(H) VORTAC 112.3 JOT Chan 70 103°6.7 NM to Joliet Rgnl. 592/2E.

H-5E, L-28H, A

DME unusable byd 35 NM blo 2800'.

RCO 122.1R 112.3T (KANKAKEE RADIO)

RCO 122.5 (KANKAKEE RADIO)

APP CRS	Rwy Idg	4001
042°	TDZE	620
	Apt Elev	624

RNAV (GPS) RWY 4

JACKSONVILLE MUNI (IJX)



VDP NA with Springfield, IL altimeter setting. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2700 direct RACOD and hold.

AWOS-3
108.6

SPRINGFIELD APP CON ★
118.45 118.6 323.0

CLNC DEL
118.45

UNICOM
122.8 (CTAF) **0**

Procedure NA for arrival at
SEXTN via V580 Northbound
and via V50 Westbound.

SEXTN



PRUITT A
MOA

RW04

(FAF)
GELBE

Δ 977

(IAF)
CITIX

2700 NoPT

(5)

32°

042°

(6.4)

2300

(IF/IAF)
JANGI

042°

222°

3 1/2°

2700 NoPT

(5)

4 NM

PRUITT B
MOA

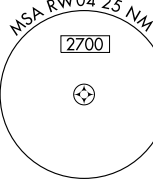
(IAF)
FIMEN

2700

285°

(18)

LOFTY



ELEV 624

4 NM
Holding Pattern

2700

← 222°

042° →

JANGI

GELBE

042°

2300

3.05°

TCH 40

1.7 NM to
RW04

RW04

2700

RACOD

↑

↑

↑

↑

↑

↑

↑

↑

↑

↑

↑

↑

↑

↑

↑

↑

TDZE

620

4001 X75

3000 X75

042° to
RW04

042° to
RW04

042° to
RW04

042° to
RW04

042° to
RW04

042° to
RW04

042° to
RW04

042° to
RW04

042° to
RW04

042° to
RW04

042° to
RW04

CATEGORY	A	B	C	D
LNAV MDA	1220-1 600 (600-1)	1220-1½ 600 (600-1½)	1220-1¾ 600 (600-1¾)	1220-2 596 (600-2)
CIRCLING	1220-1 596 (600-1)	1220-1½ 596 (600-1½)	1220-1¾ 596 (600-1¾)	1220-2 596 (600-2)

REIL Rwy 13 and 31 **0**
MIRL Rwy 4-22 and 13-31 **0**

APP CRS	Rwy Idg	5000
132°	TDZE	622
	Apt Elev	624

RNAV (GPS) RWY 13

JACKSONVILLE MUNI (IJX)

A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet. VDP NA with Springfield, IL altimeter setting.

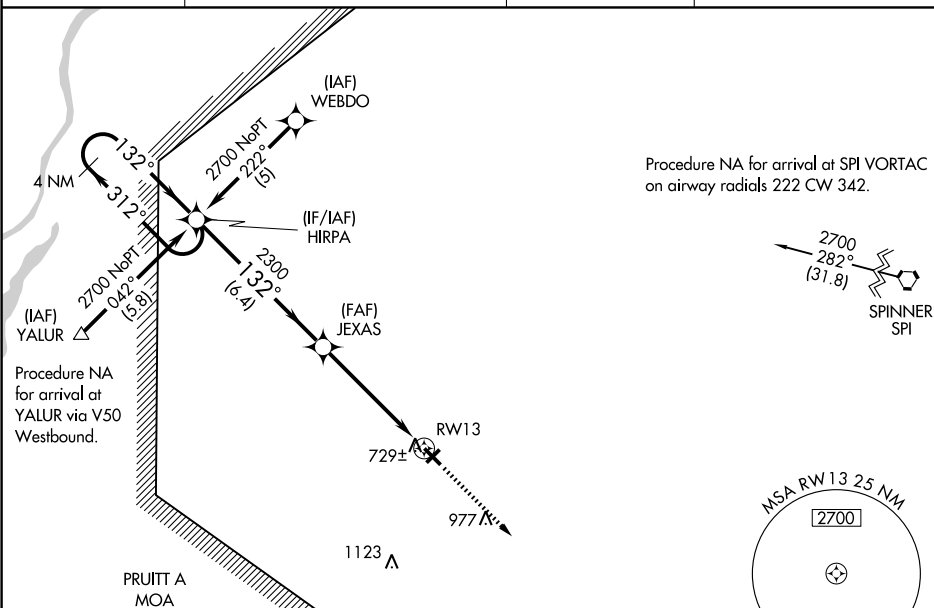
MISSED APPROACH: Climb to 2700 direct JARKA and hold.

AWOS-3
108.6

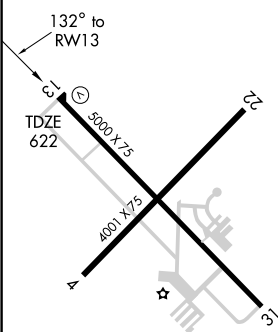
SPRINGFIELD APP CON ★
118.45 118.6 323.0

CLNC DEL
118.45

UNICOM
122.8 (CTAF) ①



ELEV 624



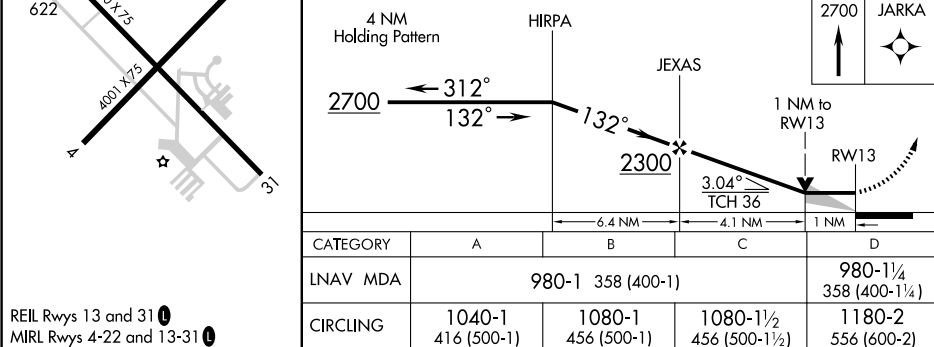
REIL Rwy 13 and 31 ①
MIRL Rwy 4-22 and 13-31 ①

JACKSONVILLE, ILLINOIS

Orig-A 07186

39°46'N - 90°14'W

JACKSONVILLE MUNI (IJX)

RNAV (GPS) RWY 13

APP CRS	Rwy Idg	4001
222°	TDZE	620
	Apt Elev	624

RNAV (GPS) RWY 22

JACKSONVILLE MUNI (IJX)

A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.
VDP NA with Springfield, IL altimeter setting.

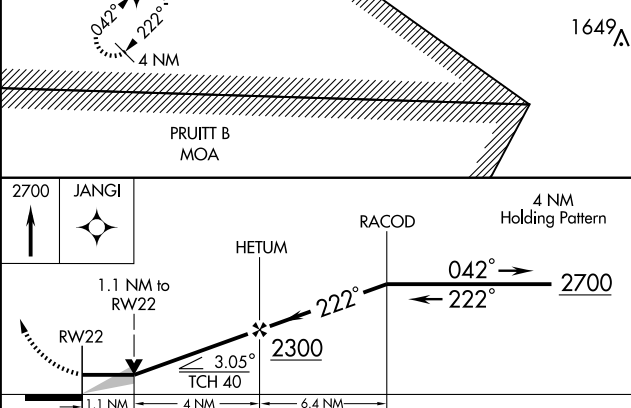
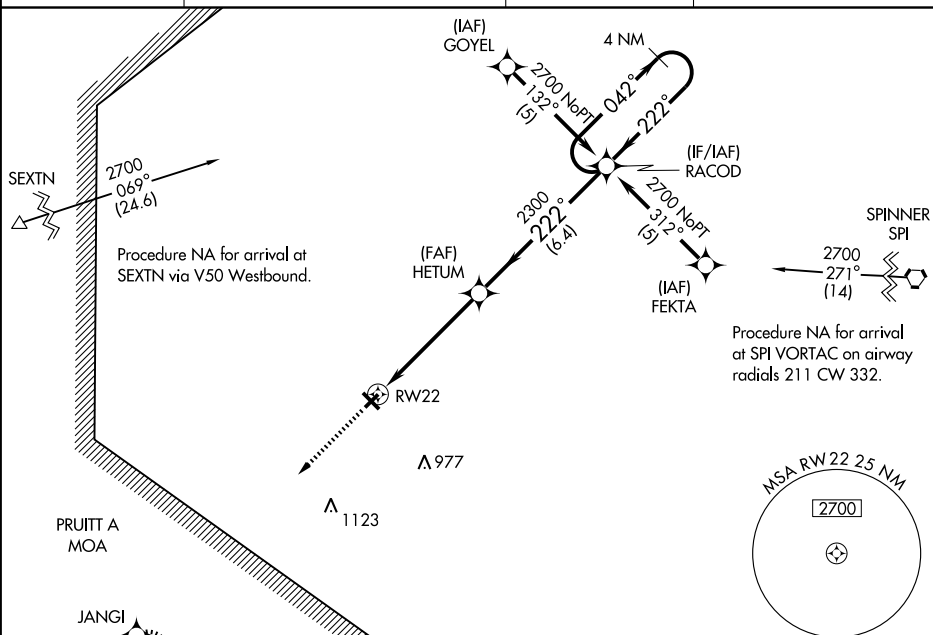
MISSED APPROACH: Climb to 2700 direct JANGI and hold.

AWOS-3
108.6

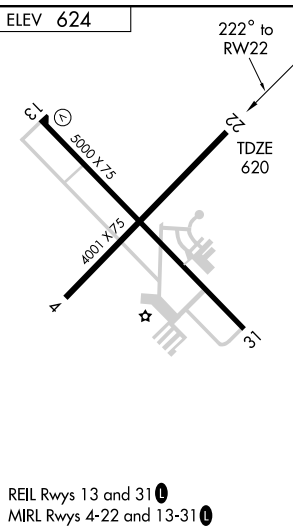
SPRINGFIELD APP CON ★
118.45 118.6 323.0

CLNC DEL
118.45

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LNNAV MDA	1020-1 400 (400-1)			1020-1¼ 400 (400-1¼)
CIRCLING	1040-1 416 (500-1)	1080-1 456 (500-1)	1080-1½ 456 (500-1½)	1180-2 556 (600-2)



APP CRS
312°

Rwy Idg **5000**
TDZE **624**
Apt Elev **624**

RNAV (GPS) RWY 31

JACKSONVILLE MUNI (IJX)

A VDP NA when using Springfield, IL altimeter setting. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.

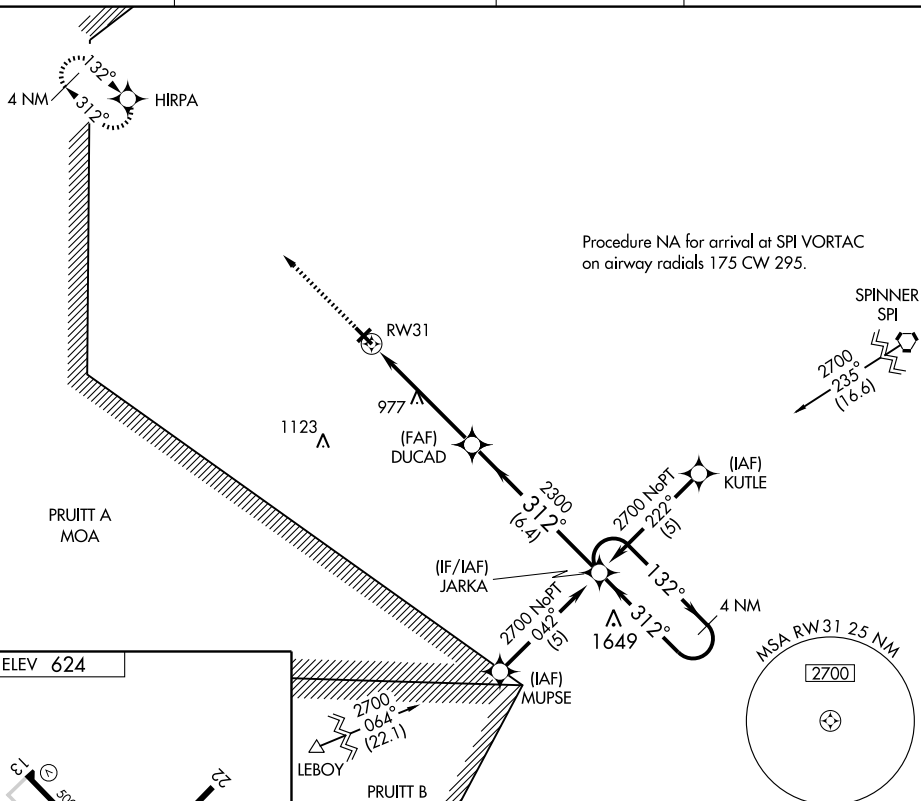
MISSED APPROACH: Climb to 2700 direct HIRPA and hold.

AWOS-3
108.6

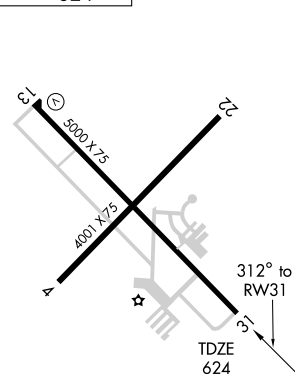
SPRINGFIELD APP CON ★
118.45 118.6 323.0

CLNC DEL
118.45

UNICOM
122.8 (CTAF) ①



ELEV **624**



REIL Rwy 13 and 31 ①
MIRL Rwy 4-22 and 13-31 ①

CATEGORY	A		B		C		D	
	LNAV MDA		1280-1 656 (700-1)		1280-1¾ 656 (700-1¾)		1280-2 656 (700-2)	
CIRCLING			1280-1 656 (700-1)		1280-1¾ 656 (700-1¾)		1280-2 656 (700-2)	

VOR/DME IJX 108.6 Chan 23	APP CRS 128°	Rwy Idg TDZE 622 Apt Elev 624
---	------------------------	---

VOR RWY 13

JACKSONVILLE MUNI (IJX)

▲ If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 80 feet.
VDP NA with Springfield, IL altimeter setting.

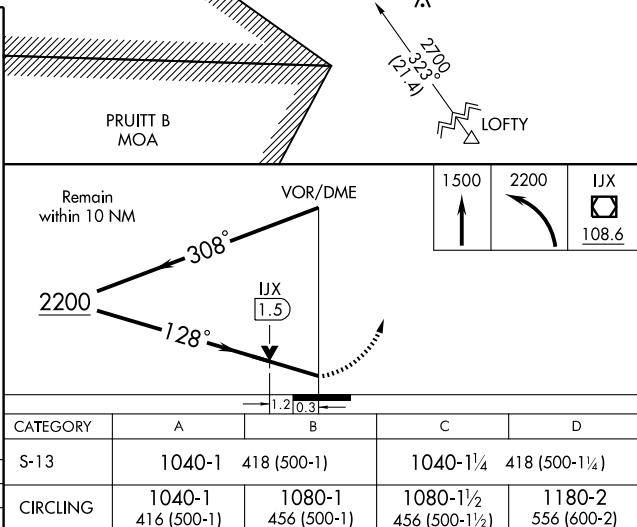
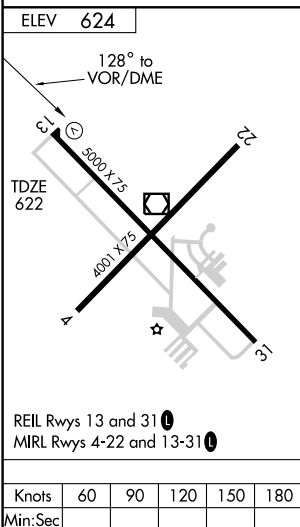
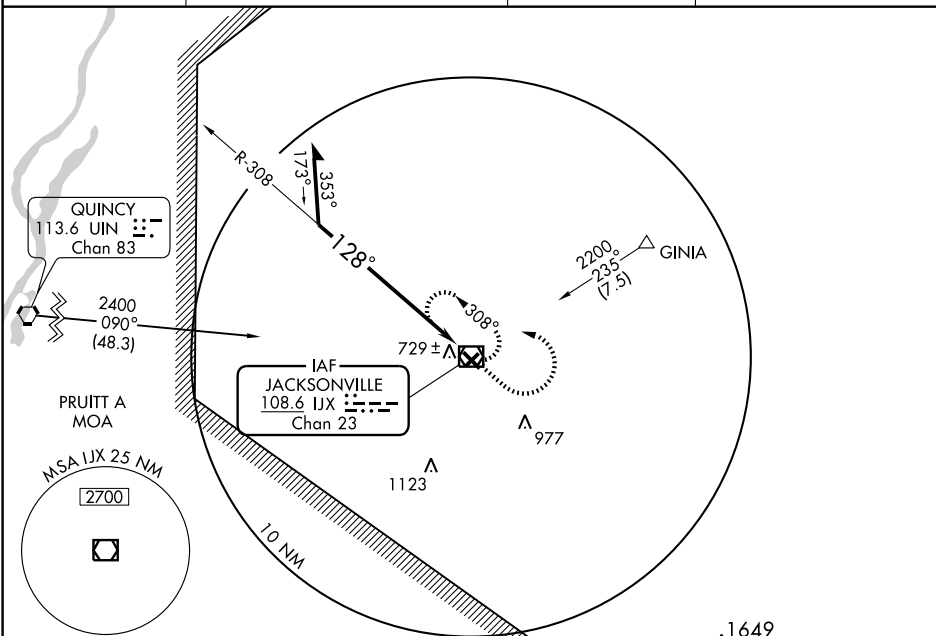
MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct IJX VOR/DME and hold.

AWOS-3
108.6

SPRINGFIELD APP CON ★
118.45 118.6 323.0

CLNC DEL
118.45

UNICOM
122.8 (CTAF) **0**



JOLIET RGNL (JOT) 4 W UTC-6(-5DT) N41°31.06' W88°10.54'

582 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE JOT

RWY 13-31: H2937X100 (ASPH) S-8 MIRL

RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 37'. Thld dsplcd 220'.

Canopy.

RWY 31: Thld dsplcd 80'. Tree.

RWY 04-22: 2746X150 (TURF)

RWY 04: Pole. RWY 22: Tree.

AIRPORT REMARKS: Attended Apr-Oct 1300Z-0300Z, Nov-Mar 1300-0100Z. PAEW adjacent to AER 13 indef. MIRL Rwy 13-31

preset on low inst, ACTIVATE higher inst—CTAF. Rwy 04-22

marked with tires painted white; thld marked with white gravel.

WEATHER DATA SOURCES: AWOS-3 119.975 (815) 730-9560.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.1R 112.3T (KANKAKEE RADIO)

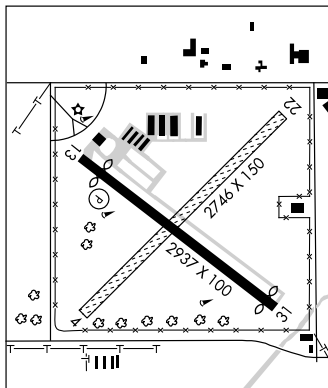
RCO 122.5 (KANKAKEE RADIO)

Ⓡ CHICAGO APP/DEP CON 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

(H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 103° 6.7 NM to fld. 592/2E.



CHICAGO

L-28H, A

IAP

JONNY N37°50.35' W88°58.25' NOTAM FILE MWA.

NDB (LOM) 382 MW 200° 5.4 NM to Williamson Co Rgnl.

ST LOUIS

JULIP N40°17.37' W87°31.78' NOTAM FILE DNV.

NDB (LOM) 332 DN 209° 6.2 NM to Vermilion Rgnl.

KANKAKEE N41°04.47' W87°50.99' NOTAM FILE IKK.

(L) VOR/DME 111.6 IKK Chan 53 at Greater Kankakee. 625/OE. AWOS-3.

RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

CHICAGO

L-27C

KANKAKEE

GREATER KANKAKEE (IKK) 3 S UTC-6(-5DT) N41°04.28' W87°50.78'

630 B S4 FUEL 100LL, JET A TPA-1430(800) NOTAM FILE IKK

RWY 04-22: H5979X100 (ASPH-PFC) S-60, D-95 HIRL

RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 49'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 16-34: H4399X75 (ASPH) S-30, D-40 MIRL

RWY 16: PAPI(P4L)—GA 3.0° TCH 35'. Road.

RWY 34: PAPI(P4L)—GA 3.0° TCH 35'. Road.

AIRPORT REMARKS: Attended Apr-Oct 1300-0300Z, Nov-Mar 1300-0100Z. Ultralight activity in grass area W of Rwy 04-22. For ultralight ops PPR, call 815-939-1422. Deer and waterfowl on and inof. HIRL Rwy 04-22 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 04 and MIRL Rwy 16-34 and REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 111.6 IKK (815) 939-4044.

COMMUNICATIONS: CTAF/UNICOM 123.0

KANKAKEE RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18'

W87°47.46' 190° 12.2 NM to fld. 689/2E.

KANKAKEE (L) VOR/DME 111.6 IKK Chan 53 N41°04.47'

W87°50.99' at fld. 625/OE. AWOS-3.

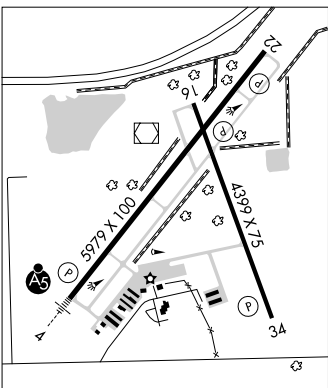
LUKOW NDB (LOM) 272 IK N41°01.07' W87°54.22' 039° 4.1 NM to fld.

ILS 108.7 I-IKK Rwy 04 LOM LUKOW NDB.

CHICAGO

H-5E, L-27C

IAP



APP CRS **130°**
 Rwy ldg **2717**
 TDZE **582**
 Apt Elev **582**

RNAV (GPS) RWY 13

JOLIET RGNL (JOT)

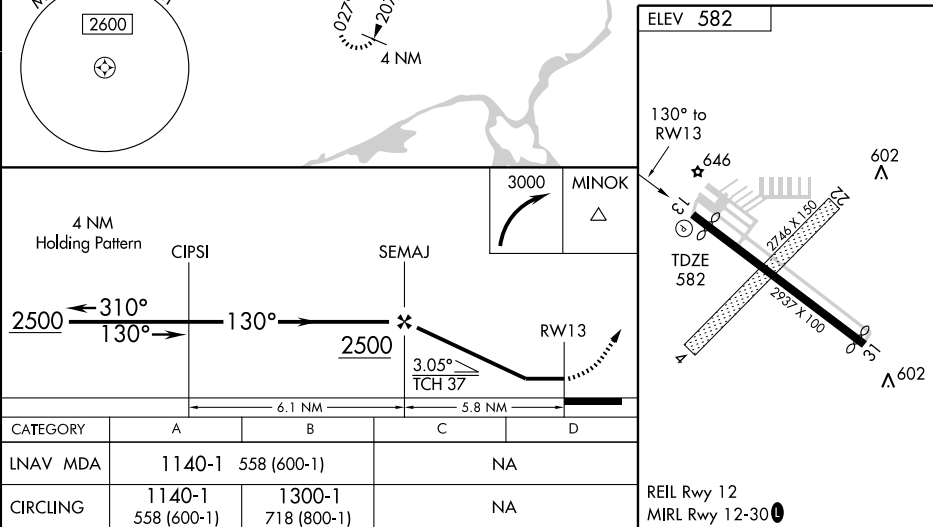
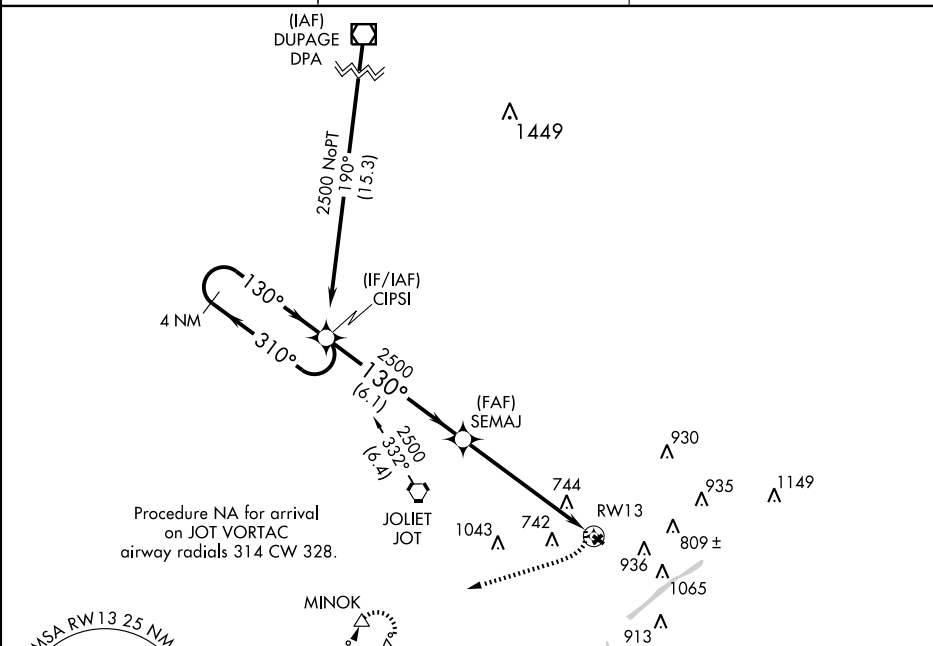
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lewis University altimeter setting and increase all MDA 40 feet and increase Circling Cat B visibility ¼ mile.
 ▲

MISSED APPROACH: Climbing right turn to 3000 direct MINOK and hold.

AWOS-3
119.975

CHICAGO APP CON
119.35 388.0

UNICOM
122.7 (CTAF) 0



VORTAC JOT
112.3
 Chan **70**

APP CRS
102°

Rwy Idg **2717**
 TDZE **582**
 Apt Elev **582**

VOR RWY 13
 JOLIET RGNL (JOT)

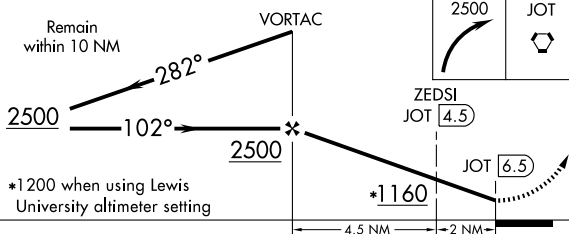
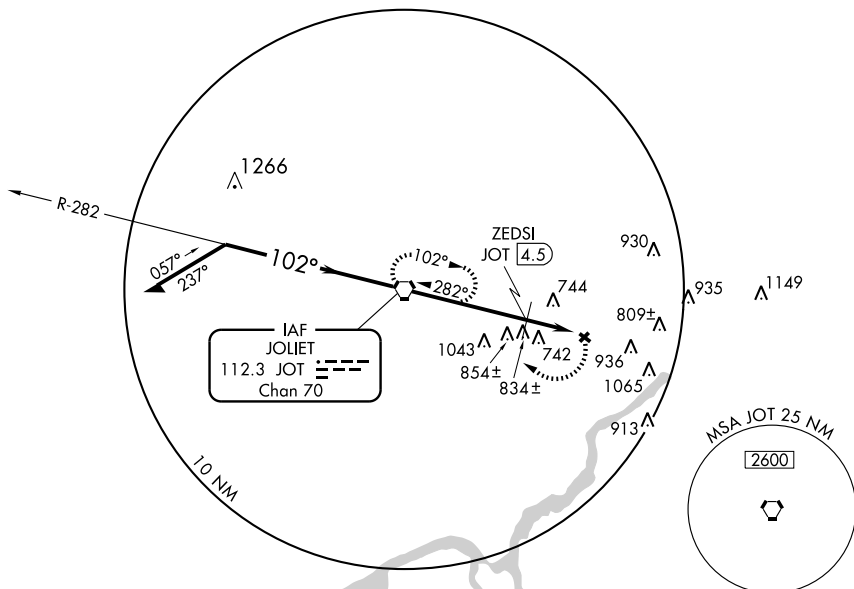
When local altimeter setting not received, use Lewis University altimeter setting and increase all MDA 40 feet and increase Circling Cat B visibility $\frac{1}{4}$ mile and ZEDSI fix minimums. Circling Cat B visibility $\frac{1}{4}$ mile. Visibility reduction by helicopters NA.

MISSED APPROACH:
 Climbing right turn to 2500
 direct JOT VORTAC and hold.

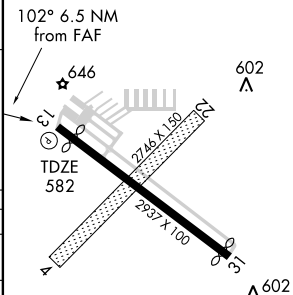
AWOS-3
119.975

CHICAGO APP CON
119.35 388.0

UNICOM
122.7 (CTAF) 0



ELEV 582



REIL Rwy 12
 MIRL Rwy 12-30 0

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

CATEGORY	A	B	C	D
S-13	1160-1	578 (600-1)	NA	
CIRCLING	1160-1 578 (600-1)	1300-1 718 (800-1)	NA	
ZEDSI FIX MINIMUMS				
S-13	1100-1	518 (600-1)	NA	
CIRCLING	1100-1 518 (600-1)	1300-1 718 (800-1)	NA	

JOLIET, ILLINOIS
 Amdt 12 03JUN10

41° 31' N-88° 11' W

JOLIET RGNL (JOT)
VOR RWY 13

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

JOLIET RGNL (JOT) 4 W UTC-6(-5DT) N41°31.06' W88°10.54'

582 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE JOT

RWY 13-31: H2937X100 (ASPH) S-8 MIRL

RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 37'. Thld dsplcd 220'.

Canopy.

RWY 31: Thld dsplcd 80'. Tree.

RWY 04-22: 2746X150 (TURF)

RWY 04: Pole. RWY 22: Tree.

AIRPORT REMARKS: Attended Apr-Oct 1300Z-0300Z, Nov-Mar 1300-0100Z. PAEW adjacent to AER 13 indef. MIRL Rwy 13-31 preset on low inst, ACTIVATE higher inst—CTAF. Rwy 04-22 marked with tires painted white; thld marked with white gravel.

WEATHER DATA SOURCES: AWOS-3 119.975 (815) 730-9560.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.1R 112.3T (KANKAKEE RADIO)

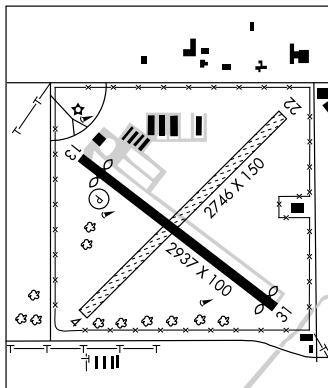
RCO 122.5 (KANKAKEE RADIO)

Ⓡ CHICAGO APP/DEP CON 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

(H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 103° 6.7 NM to fld. 592/2E.



CHICAGO

L-28H, A

IAP

JONNY N37°50.35' W88°58.25' NOTAM FILE MWA.

NDB (LOM) 382 MW 200° 5.4 NM to Williamson Co Rgnl.

ST LOUIS

JULIP N40°17.37' W87°31.78' NOTAM FILE DNV.

NDB (LOM) 332 DN 209° 6.2 NM to Vermilion Rgnl.

KANKAKEE N41°04.47' W87°50.99' NOTAM FILE IKK.

(L) VOR/DME 111.6 IKK Chan 53 at Greater Kankakee. 625/OE. AWOS-3.

RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

CHICAGO

L-27C

KANKAKEE

GREATER KANKAKEE (IKK) 3 S UTC-6(-5DT) N41°04.28' W87°50.78'

630 B S4 FUEL 100LL, JET A TPA-1430(800) NOTAM FILE IKK

RWY 04-22: H5979X100 (ASPH-PFC) S-60, D-95 HIRL

RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 49'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 35'.

RWY 16-34: H4399X75 (ASPH) S-30, D-40 MIRL

RWY 16: PAPI(P4L)—GA 3.0° TCH 35'. Road.

RWY 34: PAPI(P4L)—GA 3.0° TCH 35'. Road.

AIRPORT REMARKS: Attended Apr-Oct 1300-0300Z, Nov-Mar 1300-0100Z. Ultralight activity in grass area W of Rwy 04-22. For ultralight ops PPR, call 815-939-1422. Deer and waterfowl on and inof. HIRL Rwy 04-22 preset on low ints, to increase ints and ACTIVATE MALSR Rwy 04 and MIRL Rwy 16-34 and REIL Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: AWOS-3 111.6 IKK (815) 939-4044.

COMMUNICATIONS: CTAF/UNICOM 123.0

KANKAKEE RCO 122.2 122.1R 111.6T (KANKAKEE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18'

W87°47.46' 190° 12.2 NM to fld. 689/2E.

KANKAKEE (L) VOR/DME 111.6 IKK Chan 53 N41°04.47'

W87°50.99' at fld. 625/OE. AWOS-3.

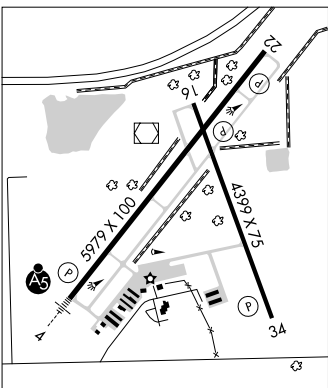
LUKOW NDB (LOM) 272 IK N41°01.07' W87°54.22' 039° 4.1 NM to fld.

ILS 108.7 I-IKK Rwy 04 LOM LUKOW NDB.

CHICAGO

H-5E, L-27C

IAP



LOC I-IKK 108.7	APP CRS 038°	Rwy ldg TDZE Apt Elev	5979 625 630
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ILS or LOC RWY 4

KANKAKEE/GREATER KANKAKEE (IKK)



If local altimeter setting not received, use
Pontiac altimeter setting and increase and
all DAs/MDAs 100 feet.



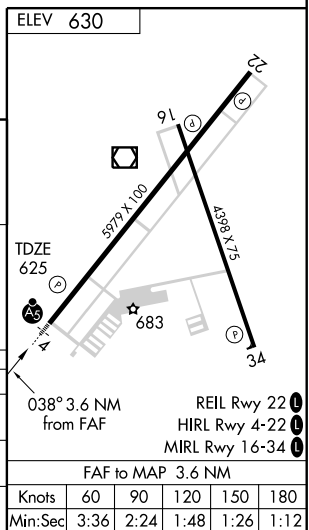
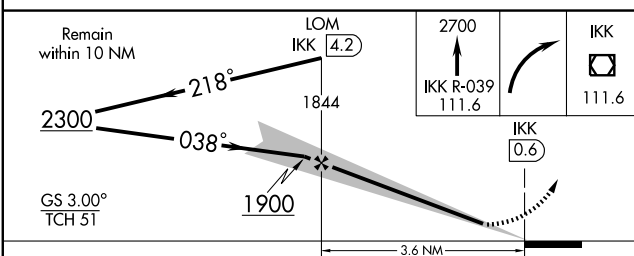
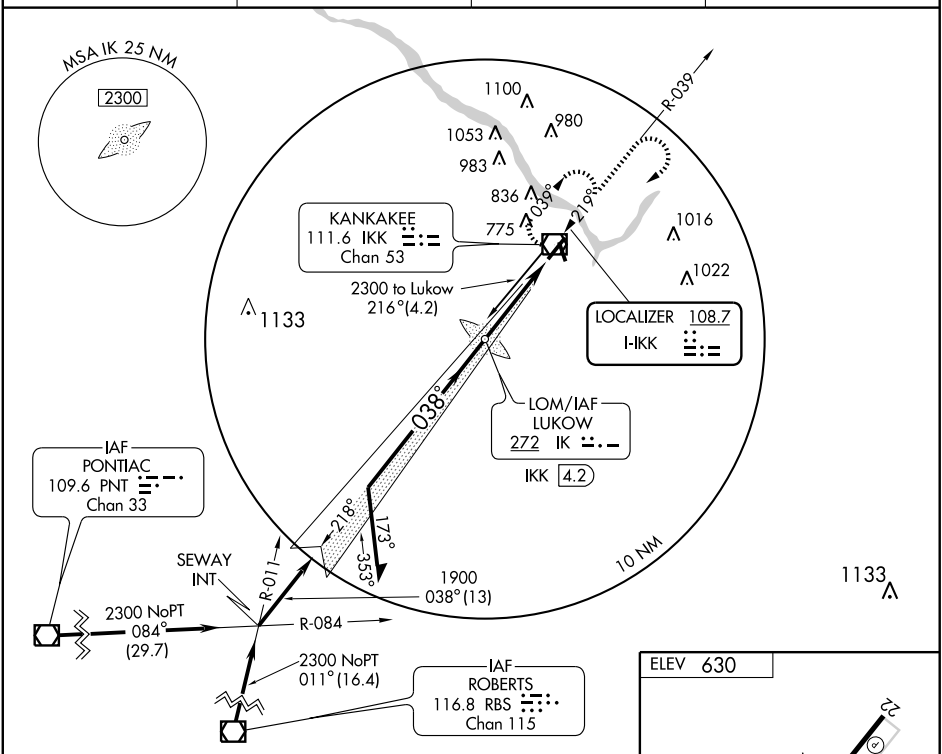
MISSED APPROACH: Climb to 2700 via IKK R-039
then right turn direct IKK VOR/DME and hold.

AWOS-3
111.6

CHICAGO CENTER
132.5 258.1

KANKAKEE RADIO
122.2 255.4

CTAF
123.0



CATEGORY	A	B	C	D
S-ILS 4	825-1/2 200 (200-1/2)			
S-LOC 4	1060-1/2	435 (500-1/2)	1060-3/4 435 (500-3/4)	1060-1 435 (500-1)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1 1/2 470 (500-1 1/2)	1180-2 550 (600-2)

KANKAKEE, ILLINOIS
Amdt 6A 07074

KANKAKEE/GREATER KANKAKEE (IKK)

41° 04'N - 87° 51'W

ILS or LOC RWY 4


WAAS CH 42799 W04A	APP CRS 038°	Rwy ldg TDZE 625 Apt Elev 630
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RNAV (GPS) RWY 4

KANKAKEE/GREATER KANKAKEE (IKK)

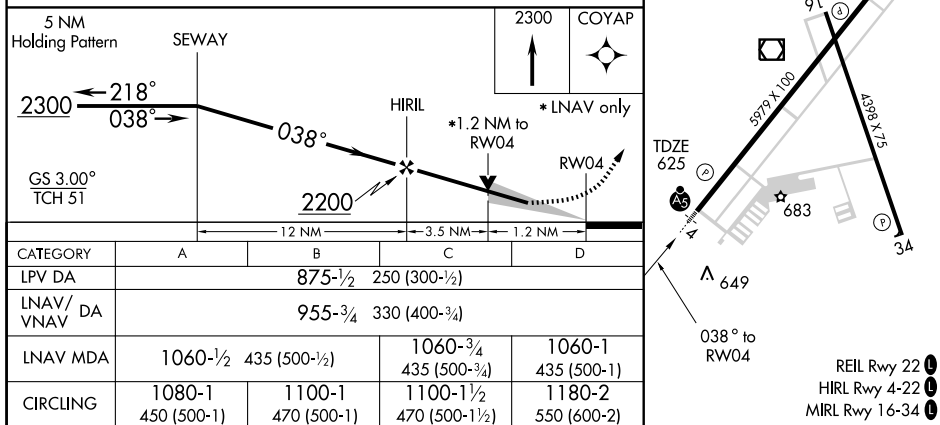
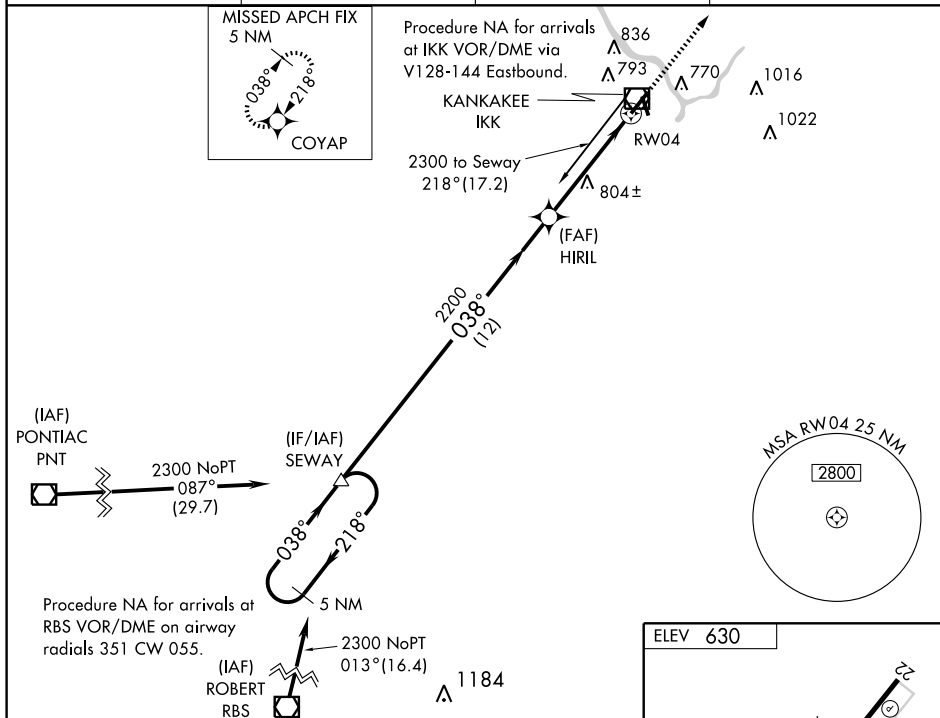
▼ If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Pontiac Muni altimeter setting.

▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA.

MALSR 

MISSED APPROACH:
Climb to 2300 direct COYAP and hold.

AWOS-3 111.6	CHICAGO CENTER 132.5 258.1	KANKAKEE RADIO 122.2 255.4	CTAF 123.0 0
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KANKAKEE, ILLINOIS

Orig 07074

41°04'N-87°51'W

KANKAKEE/GREATER KANKAKEE (IKK)

RNAV (GPS) RWY 4

APP CRS	Rwy ldg	4398
161°	TDZE	622
	Apt Elev	630

RNAV (GPS) RWY 16

KANKAKEE/GREATER KANKAKEE (IKK)

▼ If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.
▲ DME/DME RNP-0.3 NA.

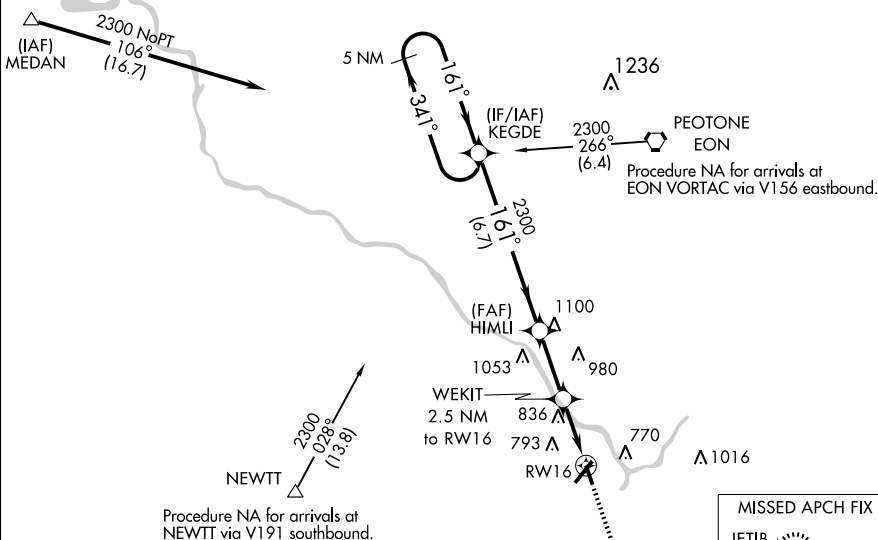
MISSED APPROACH: Climb to 2300 direct JETIB and hold

AWOS-3
111.6

CHICAGO CENTER
132.5 258.1

KANKAKEE RADIO
122.2 255.4

CTAF
123.0 0



MSA RW16 25 NM

2800

5 NM
Holding Pattern

KEGDE

HIMLI

WEKIT
2.5 NM
to RW16

2300

JETIB

2300

341°
161°

161°

2300

3.04°
TCH 35

1460

RW16

6.7 NM

2.6 NM

2.5 NM

CATEGORY

A

B

C

D

LNAV MDA

1100-1 478 (500-1)

1100-1¼ 478 (500-1¼)

1100-1½ 478 (500-1½)

CIRCLING

1100-1 470 (500-1)

1100-1½ 470 (500-1½)

1180-2 550 (600-2)

ELEV 630

161° to
RW16TDZE
622

5979 X 100

4398 X 75

REIL Rwy 22 0

HIRL Rwy 4-22 0

MIRL Rwy 16-34 0

APP CRS **341°**
 Rwy ldg **4398**
 TDZE **620**
 Apt Elev **630**

RNAV (GPS) RWY 34

KANKAKEE/ GREATER KANKAKEE (IKK)

▼ If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.
▲ VDP NA when using Pontiac Muni altimeter setting.

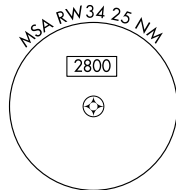
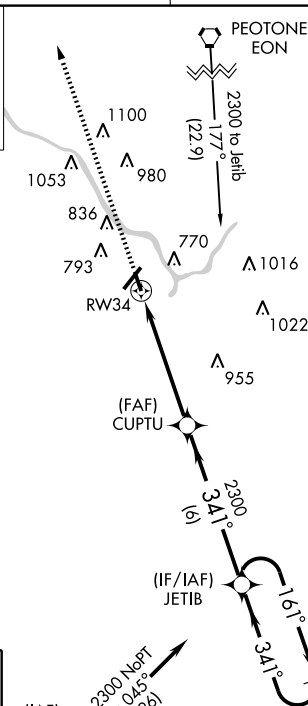
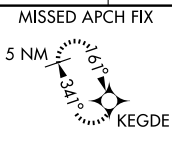
MISSED APPROACH: Climb to 2300 direct KEGDE and hold

AWOS-3
111.6

CHICAGO CENTER
132.5 258.1

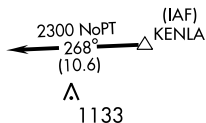
KANKAKEE RADIO
122.2 255.4

CTAF
123.0 0

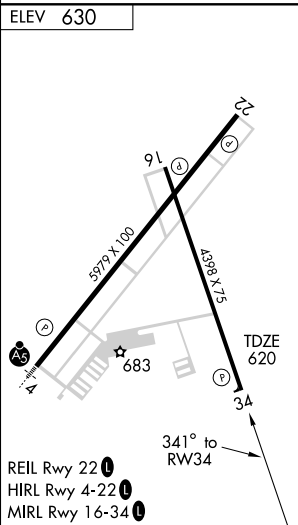


▲ 1133

Procedure NA for arrivals at KENLA via V128 southeast bound.



ELEV 630



Procedure NA for arrivals at RBS VOR/DME on airway radials 351 CW 089.

	<p>5 NM Holding Pattern</p>			
	<p>CUPTU JETIB</p> <p>1.2 NM to RW34</p> <p>3.04° TCH 35</p> <p>1.2 3.9 NM 6 NM</p>			
CATEGORY	A	B	C	D
LNAV MDA	1040-1	420 (500-1)	1040-1½	420 (500-1½)
CIRCLING	1080-1 450 (500-1)	1100-1 470 (500-1)	1100-1½ 470 (500-1½)	1180-2 550 (600-2)

VOR/DME IKK
111.6
 Chan **53**

APP CRS
032°

Rwy Idg
 TDZE **625**
 Apt Elev **630**

VOR RWY 4

KANKAKEE/GREATER KANKAKEE (IKK)

▼ If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet.
 ▲ VDP NA when using Pontiac Muni altimeter setting.



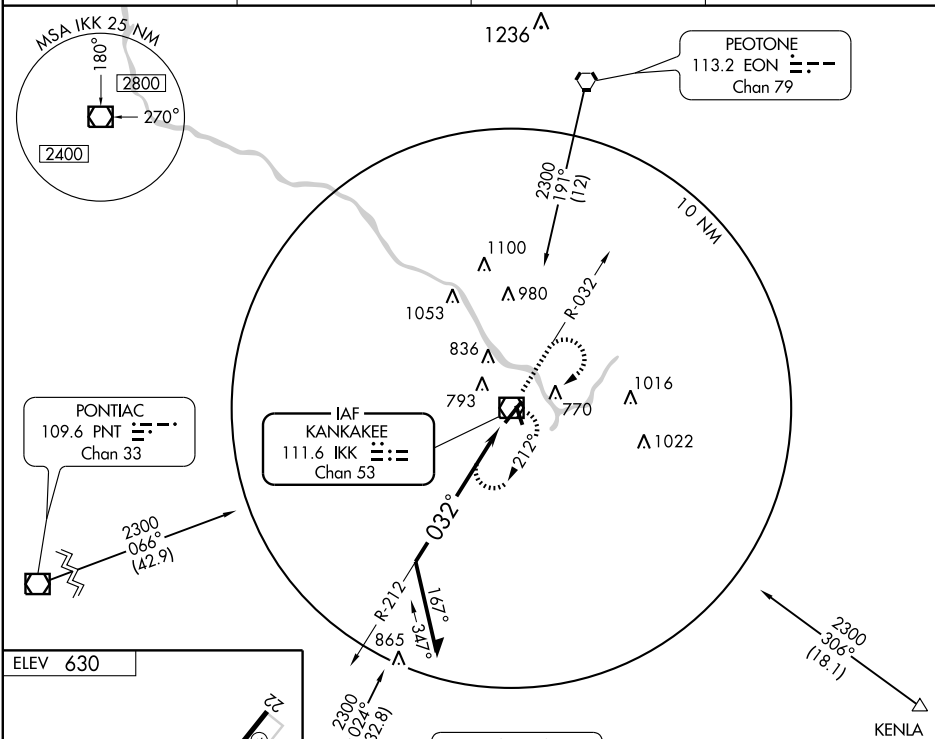
MISSED APPROACH: Climb to 2300 via IKK R-032, then right turn direct IKK VOR/DME and hold.

AWOS-3
111.6

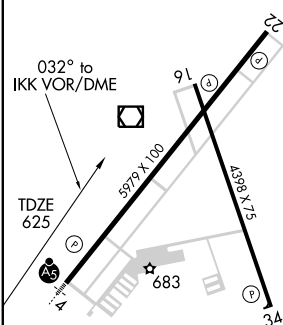
CHICAGO CENTER
132.5 258.1

KANKAKEE RADIO
122.2 255.4

CTAF
123.0 0

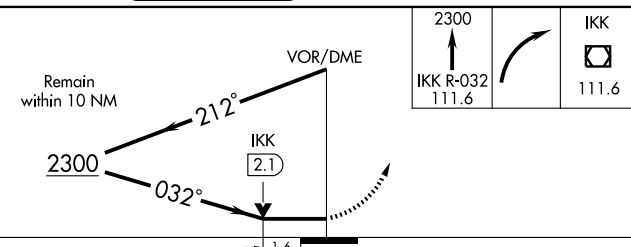


ELEV 630



REIL Rwy 22 0
 HIRL Rwy 4-22 0
 MIRL Rwy 16-34 0

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-4	1180-1/2	555 (600-1/2)	1180-1 555 (600-1)	1180-1 1/4 555 (600-1 1/4)
CIRCLING	1180-1	550 (600-1)	1180-1 1/2 550 (600-1 1/2)	1180-2 550 (600-2)

VOR/DME IKK 111.6 Chan 53	APP CRS 231°	Rwy Idg TDZE Apt Elev 5979 630 630
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VOR RWY 22

KANKAKEE/GREATER KANKAKEE (IKK)

▼ If local altimeter setting not received, use Pontiac Muni altimeter setting and increase all MDAs 100 feet.
 ▲ VDP NA when using Pontiac Muni altimeter setting.

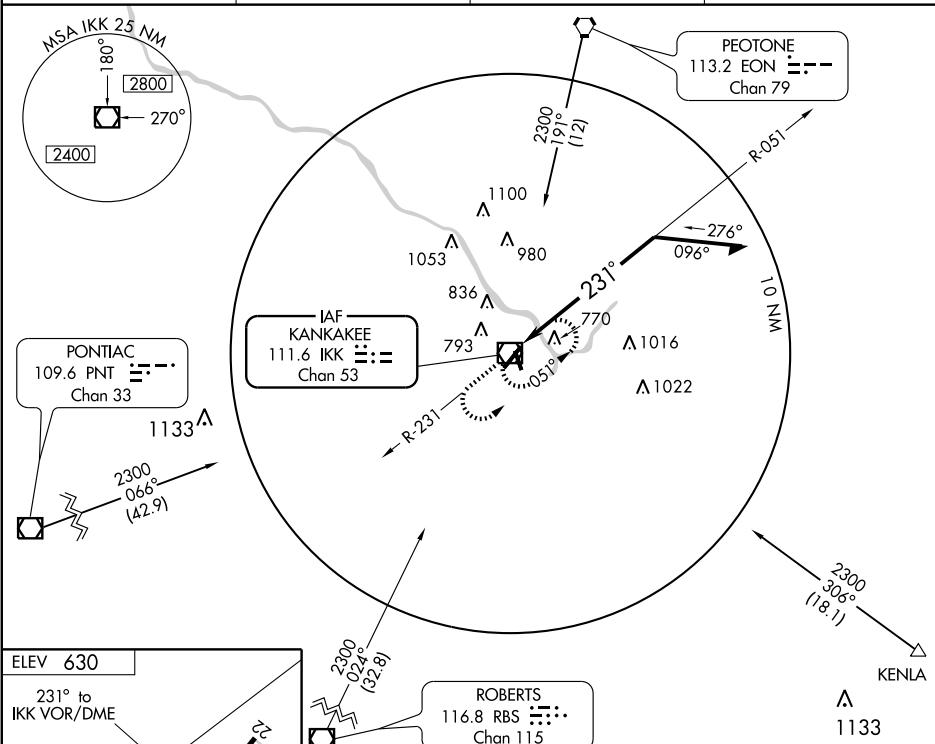
MISSED APPROACH: Climb to 2300 via IKK R-231, then left turn direct IKK VOR/DME and hold.

AWOS-3
111.6

CHICAGO CENTER
132.5 258.1

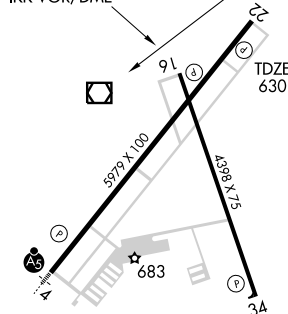
KANKAKEE RADIO
122.2 255.4

CTAF
123.0 0



ELEV 630

231° to IKK VOR/DME



2300
IKK R-231
111.6

IKK
111.6

VOR/DME

Remain
within 10 NM

IKK 1.8

2300

231°

1.3

CATEGORY

A

B

C

D

S-22

1080-1

450 (500-1)

1080-1¼
450 (500-1¼)1080-1½
450 (500-1½)

CIRCLING

1080-1

450 (500-1)

1100-1

470 (500-1)

1100-1½

470 (500-1½)

1180-2

550 (600-2)

KANKAKEE, ILLINOIS

Amdt 7 07074

KANKAKEE/GREATER KANKAKEE (IKK)

41° 04'N - 87° 51'W

VOR RWY 22

KANKAKEE (3KK) 3 SW UTC-6(-5DT) N41°06.00' W87°55.00'

CHICAGO

625 S4 FUEL 100LL TPA-1425(800) NOTAM FILE IKK

RWY 09-27: 2644X300 (TURF) LIRL (NSTD)

RWY 27: Thld dsplcd 285'. Road.

RWY 18-36: 2564X200 (TURF)

RWY 36: Thld dsplcd 900'. Trees.

AIRPORT REMARKS: Attended 1300-0100Z†. Ultralight activity on and inof arpt. Rwy 09-27 NSTD LIRL; variable ints and spacing and non-frangible mountings. Lgts on photocell. Rwy 27 and Rwy 36 dsplcd thlds marked with white rocks.

COMMUNICATIONS: CTAF/UNICOM 122.8

KEDZI N41°44.49' W87°41.38'. NOTAM FILE MDW.

CHICAGO

NDB (MHW/LOM) 248 MX 315° 3.9 NM to Chicago Midway Intl.

A

KEWANEE MUNI (EZI) 3 SW UTC-6(-5DT) N41°12.31' W89°57.83'

CHICAGO

858 B S4 FUEL 100LL TPA-See Remarks NOTAM FILE IKK

RWY 09-27: H4500X75 (ASPH) S-20 MIRL

RWY 09: PVASI(P SIL)—GA 3.5° TCH 29'. P-line.

RWY 27: PVASI(P SIL)—GA 3.0° TCH 26'.

RWY 01-19: H3200X60 (ASPH) S-20 MIRL 0.6% up S

RWY 01: P-line.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z†, Sat-Sun 1400-2300Z†. Ultralight acft on and inof arpt. Hospital heliport 1.2 NM northeast of arpt. PVASI Rwy 09 and Rwy 27 OTS indef. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 01-19 and twy lgts—CTAF. TPA 1658 (800) piston acft and 1258 (400) ultralight acft.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ QUAD CITY APP/DEP CON 118.2 (1130-0430Z†)

Ⓡ CHICAGO CENTER APP/DEP CON 124.55 (0430-1130Z†)

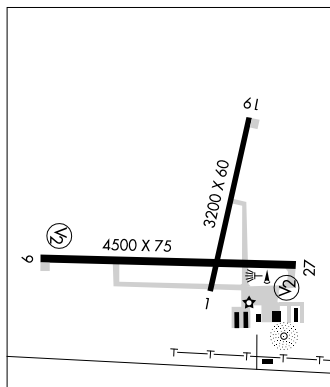
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 279° 17.3 NM to fld. 810/OE.

NDB (MHW) 245 EZI N41°12.07' W89°57.56' at fld.

Unmonitored. NDB OTS indef.



LACON

MARSHALL CO (C75) 1 E UTC-6(-5DT) N41°01.16' W89°23.19'

CHICAGO

568 B S4 FUEL 100LL, JET A TPA-1568(1000) NOTAM FILE C75

RWY 13-31: H3200X75 (ASPH) MIRL 0.9% up SE

RWY 13: REIL. Tree.

RWY 31: PAPI (P4L)—GA 3.0° TCH 20'. Tree. Rgt tfc.

RWY 18-36: H2200X50 (ASPH) S-4 LIRL 0.3% up N

RWY 18: Road. RWY 36: Tree.

AIRPORT REMARKS: Attended 1400Z†-dusk. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13-31; REIL Rwy 13 and PAPI Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.425 (309) 246-3089.

COMMUNICATIONS: CTAF/UNICOM 122.8

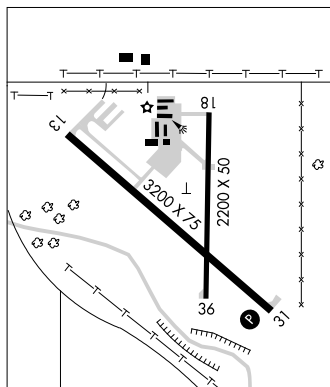
BRADFORD RCO 123.6 122.05R 114.7T (KANKAKEE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 133° 12.4 NM to fld. 810/OE.



LAKE IN THE HILLS (See CHICAGO/LAKE IN THE HILLS)

LANSING MUNI (See CHICAGO)

APP CRS **010°**
 Rwy ldg **3200**
 TDZE **857**
 Apt Elev **858**

RNAV (GPS) RWY 1
 KEWANEE MUNI (E/ZI)

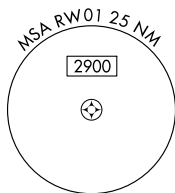
V DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.
Δ NA

MISSED APPROACH: Climb to 2400 direct YABYU and hold.

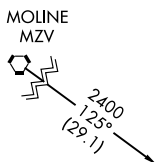
GALESBURG AWOS-3
109.8

QUAD CITY APP CON ★
118.2 257.8

UNICOM
122.8 (CTAF) 0



Procedure NA for arrivals at
 MZV VORTAC on airway
 radials 077 CW 130.



1390 **Δ**
Δ 1091
 RW01

VACGU
 1.6 NM to
 RW01

(FAF)
 CIYAC

(IAF) PUYOD
 2400 NoPT
 100°
 (5)

(IF/IAF) JUBDI
 010°
 190°
 4 NM

2400
 010°
 (6.5)

2400 NoPT
 280°
 (5)

(IAF) KUCRE

MISSED APCH FIX



Procedure NA for arrivals at
 BDF VORTAC on airway
 radials 198 CW 247.

BRADFORD
 BDF

2400
 236°
 (17.1)

ELEV 858

MIRL Rwy 1-19 and 9-27 **0**



4 NM
 Holding Pattern

JUBDI

CIYAC

2400 YABYU

2400

← 190°

010° →

010°

2400

VACGU
 1.6 NM to
 RW01

3.09°

TCH 40

1420

3.1 NM

1.6 NM

CATEGORY	A	B	C	D
RNAV MDA	1300-1	443 (500-1)	1300-1¼ 443 (500-1¼)	NA
CIRCLING	1340-1	482 (500-1)	1600-2¼ 742 (800-2¼)	NA

APP CRS **090°**
Rwy ldg **4500**
TDZE **857**
Apt Elev **858**

RNAV (GPS) RWY 9
KEWANEE MUNI (E/ZI)

V DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.
Δ NA

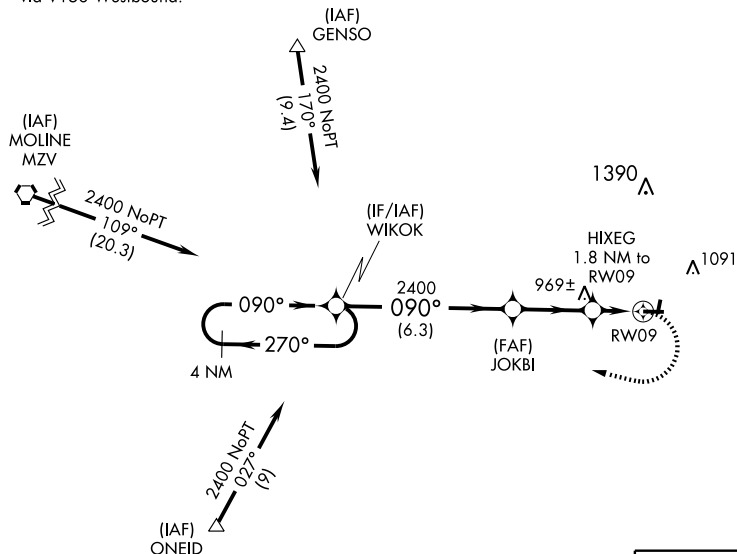
MISSED APPROACH: Climbing right turn to 2400 direct WIKOK and hold.

GALESBURG AWOS-3
109.8

QUAD CITY APP CON ★
118.2 257.8

UNICOM
122.8 (CTAF) 0

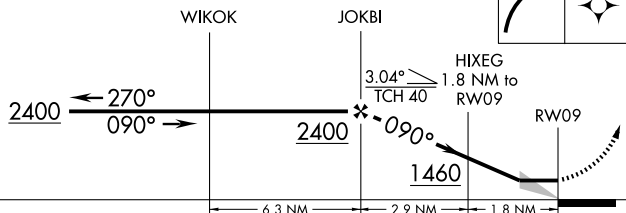
Procedure NA for arrivals at GENSO via V129 Northwest bound and at MZV VORTAC via V156 Westbound.



ELEV 858

4 NM
Holding Pattern

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
RNAV MDA	1300-1	443 (500-1)	1300-1¼ 443 (500-1¼)	NA
CIRCLING	1340-1	482 (500-1)	1600-2¼ 742 (800-2¼)	NA

MIRL Rwy 1-19 and 9-27 0

APP CRS	Rwy Idg	3200
190°	TDZE	857
	Apt Elev	858

RNAV (GPS) RWY 19

KEWANE MUNI (E/ZI)

V DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.

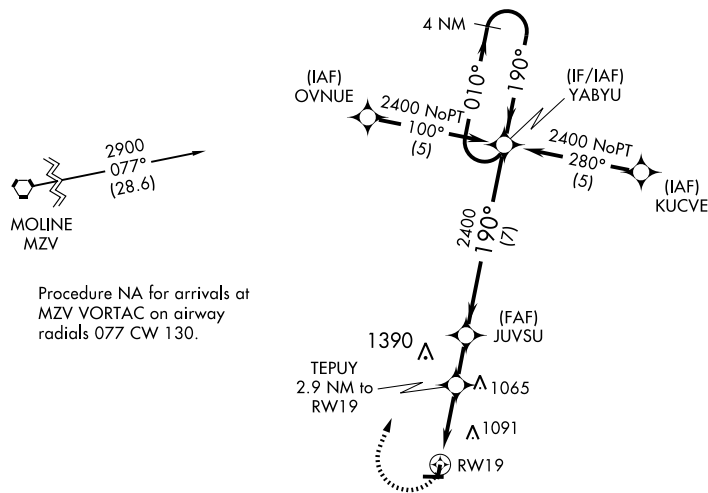
A NA

MISSED APPROACH: Climbing right turn to 2400 direct YABYU and hold.

GALESBURG AWOS-3
109.8

QUAD CITY APP CON ★
118.2 257.8

UNICOM
122.8 (CTAF) 0



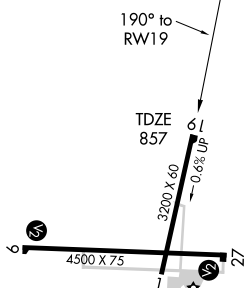
MOLINE
MZV

Procedure NA for arrivals at
MZV VORTAC on airway
radials 077 CW 130.

BRADFORD
BDF

Procedure NA for arrivals
at BDF VORTAC via
V127 Southbound.

ELEV 858



	4 NM Holding Pattern			
	YABYU	JUVSU	YABYU	
TEPUY 2.9 NM to RW19	3.04° TCH 40	190°	010°	2400
1800	2400	2400	2400	
2.9 NM	1.8 NM	7 NM		
CATEGORY	A	B	C	D
RNAV MDA	1400-1	543 (600-1)	1400-1½ 543 (600-1½)	NA
CIRCLING	1400-1	542 (600-1)	1600-2¼ 742 (800-2¼)	NA

MRL Rwy 1-19 and 9-27 0

APP CRS	Rwy Idg	4500
270°	TDZE	858
	Apt Elev	858

RNAV (GPS) RWY 27

KEWANEE MUNI (E/ZI)

V DME/DME RNP-0.3 NA. Use Galesburg altimeter setting; when not received, use Moline altimeter setting and increase all MDA 40 feet.

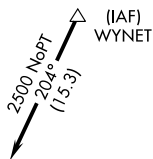
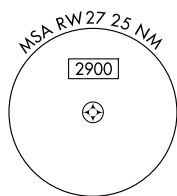
A NA

MISSED APPROACH: Climb to 2400 direct WIKOK and hold.

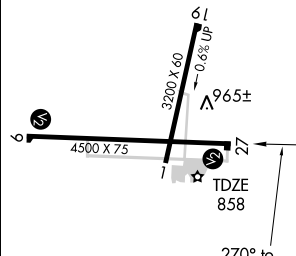
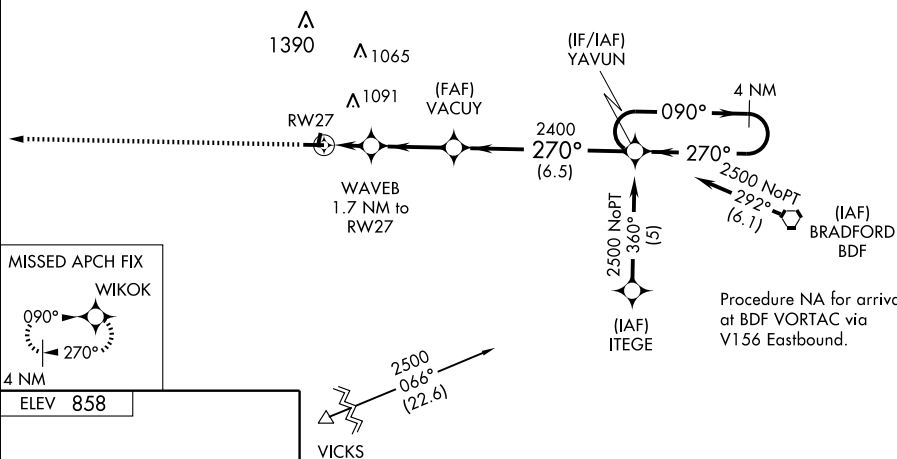
GALESBURG AWOS-3
109.8

QUAD CITY APP CON ★
118.2 257.8

UNICOM
122.8 (CTAF) 1



Procedure NA for arrivals at WYNET via V8-38 Eastbound.



MRL Rlys 1-19 and 9-27 1

KEWANEE, ILLINOIS

Orig 09015

41°12'N - 89°58'W

KEWANEE MUNI (E/ZI)

RNAV (GPS) RWY 27

KANKAKEE (3KK) 3 SW UTC-6(-5DT) N41°06.00' W87°55.00'

CHICAGO

625 S4 FUEL 100LL TPA-1425(800) NOTAM FILE IKK

RWY 09-27: 2644X300 (TURF) LIRL (NSTD)

RWY 27: Thld dsplcd 285'. Road.

RWY 18-36: 2564X200 (TURF)

RWY 36: Thld dsplcd 900'. Trees.

AIRPORT REMARKS: Attended 1300-0100Z†. Ultralight activity on and inof arpt. Rwy 09-27 NSTD LIRL; variable ints and spacing and non-frangible mountings. Lgts on photocell. Rwy 27 and Rwy 36 dsplcd thlds marked with white rocks.

COMMUNICATIONS: CTAF/UNICOM 122.8

KEDZI N41°44.49' W87°41.38'. NOTAM FILE MDW.

CHICAGO

NDB (MHW/LOM) 248 MX 315° 3.9 NM to Chicago Midway Intl.

A

KEWANEE MUNI (EZI) 3 SW UTC-6(-5DT) N41°12.31' W89°57.83'

CHICAGO

858 B S4 FUEL 100LL TPA-See Remarks NOTAM FILE IKK

L-27C

RWY 09-27: H4500X75 (ASPH) S-20 MIRL

RWY 09: PVASI(P SIL)—GA 3.5° TCH 29'. P-line.

RWY 27: PVASI(P SIL)—GA 3.0° TCH 26'.

RWY 01-19: H3200X60 (ASPH) S-20 MIRL 0.6% up S

RWY 01: P-line.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z†, Sat-Sun 1400-2300Z†. Ultralight acft on and inof arpt. Hospital heliport 1.2 NM northeast of arpt. PVASI Rwy 09 and Rwy 27 OTS indef. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 01-19 and twy lgts—CTAF. TPA 1658 (800) piston acft and 1258 (400) ultralight acft.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ QUAD CITY APP/DEP CON 118.2 (1130-0430Z†)

Ⓡ CHICAGO CENTER APP/DEP CON 124.55 (0430-1130Z†)

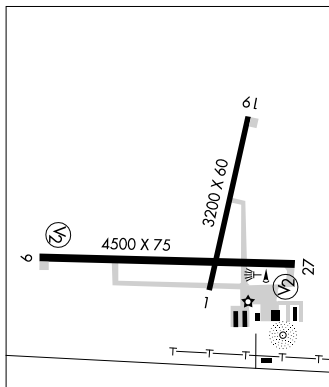
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 279° 17.3 NM to fld. 810/OE.

NDB (MHW) 245 EZI N41°12.07' W89°57.56' at fld.

Unmonitored. NDB OTS indef.



LACON

MARSHALL CO (C75) 1 E UTC-6(-5DT) N41°01.16' W89°23.19'

CHICAGO

568 B S4 FUEL 100LL, JET A TPA-1568(1000) NOTAM FILE C75

L-27C

RWY 13-31: H3200X75 (ASPH) MIRL 0.9% up SE

IAP

RWY 13: REIL. Tree.

RWY 31: PAPI (P4L)—GA 3.0° TCH 20'. Tree. Rgt tfc.

RWY 18-36: H2200X50 (ASPH) S-4 LIRL 0.3% up N

RWY 18: Road. RWY 36: Tree.

AIRPORT REMARKS: Attended 1400Z†-dusk. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13-31; REIL Rwy 13 and PAPI Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.425 (309) 246-3089.

COMMUNICATIONS: CTAF/UNICOM 122.8

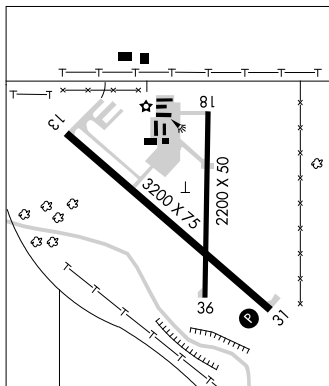
BRADFORD RCO 123.6 122.05R 114.7T (KANKAKEE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 133° 12.4 NM to fld. 810/OE.



LAKE IN THE HILLS (See CHICAGO/LAKE IN THE HILLS)

LANSING MUNI (See CHICAGO)

APP CRS	Rwy Idg	3200
129°	TDZE	568
	Apt Elev	568

GPS RWY 13

LACON/MARSHALL COUNTY (C75)

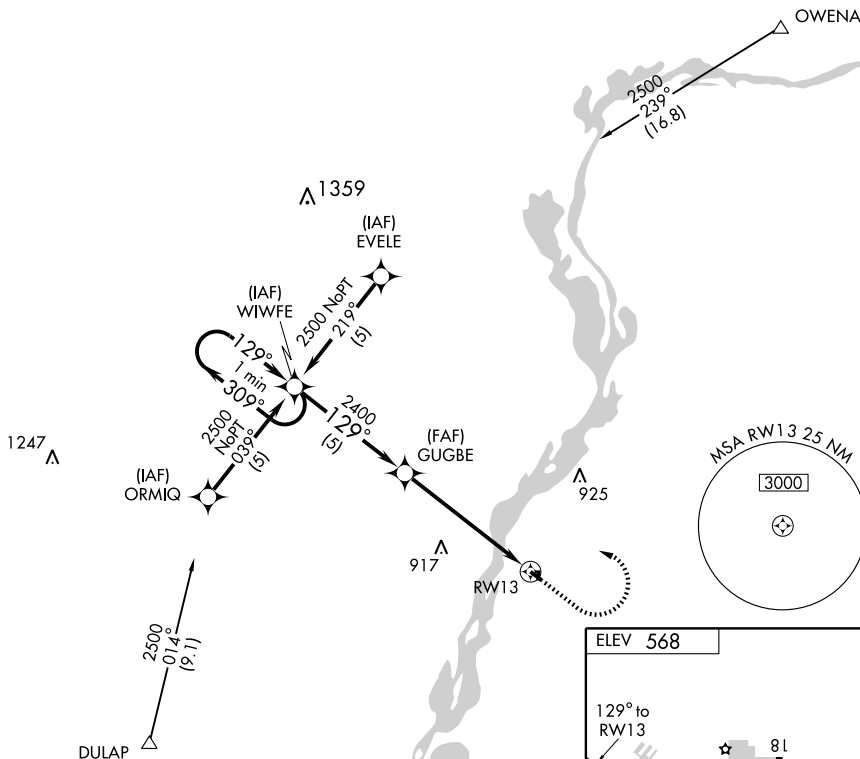


MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct WIIWFE WP and hold.

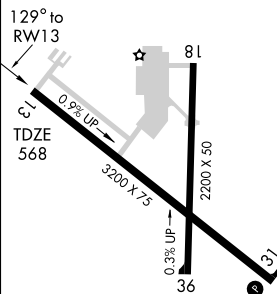
AWOS-3
119.425

CHICAGO CENTER
124.55 398.9

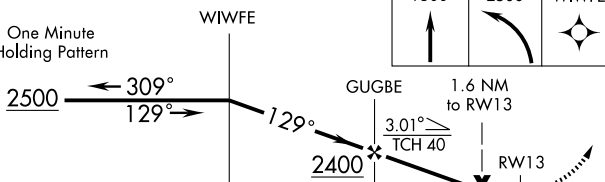
UNICOM
122.8 (CTAF) 0



ELEV 568



One Minute
Holding Pattern



CATEGORY	A	B	C	D
S-13	1080-1	512 (600-1)	1080-1½ 512 (600-1½)	NA
CIRCLING	1100-1	532 (600-1)	1100-1½ 532 (600-1½)	NA

REIL Rwy 13 0
MIRL Rwy 13-31 0
LIRL Rwy 18-36

APP CRS	Rwy Idg	3200
309°	TDZE	568
	Apt Elev	568

GPS RWY 31

LACON/ MARSHALL COUNTY (C75)

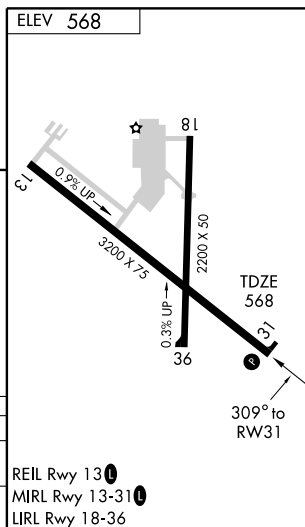
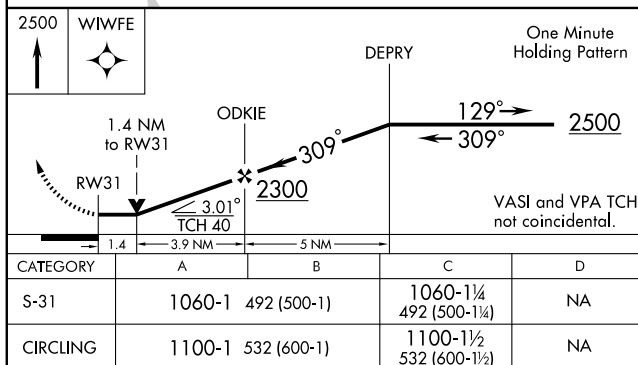
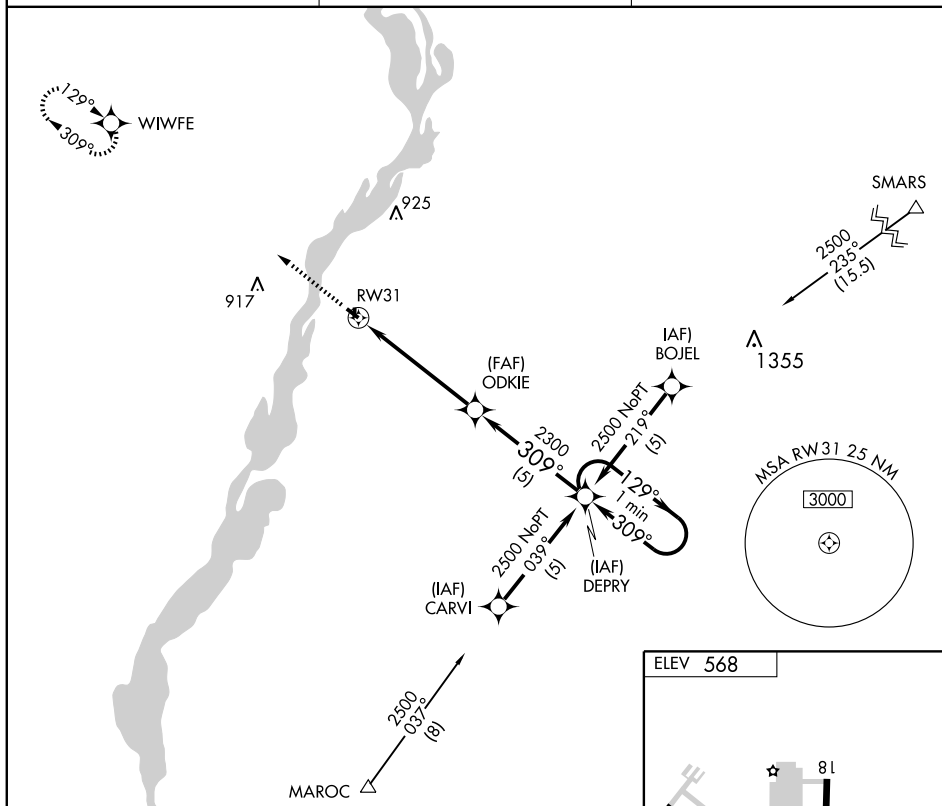


MISSED APPROACH: Climb to 2500 direct WIWFE WP and hold.

AWOS-3
119.425

CHICAGO CENTER
124.55 398.9

UNICOM
122.8 (CTAF) **0**



VORTAC BDF	APP CRS	Rwy Idg	3200
114.7	133°	TDZE	568
Chan 94		Apt Elev	568

VOR RWY 13

LACON/MARSHALL COUNTY (C75)



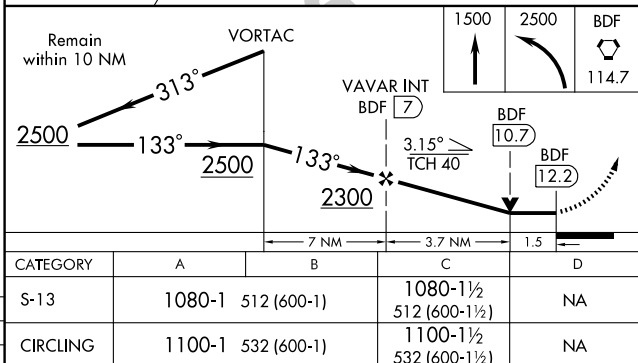
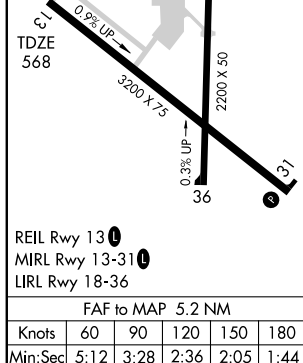
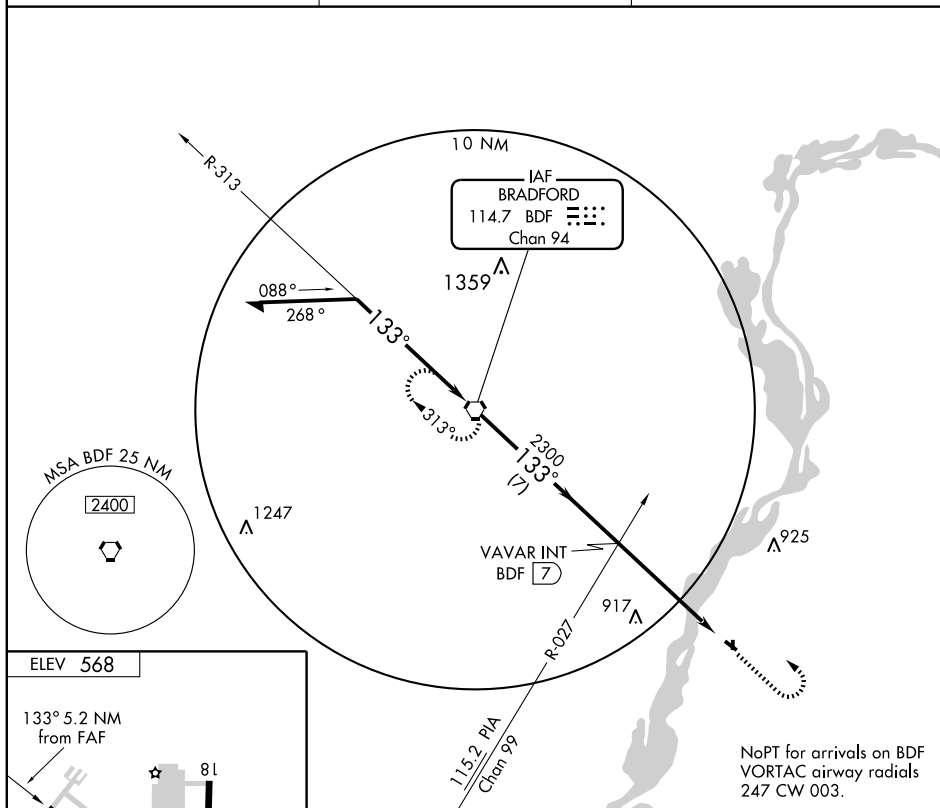
NA

MISSED APPROACH: Climb to 1500, then climbing left turn to 2500 direct BDF VORTAC and hold.

AWOS-3
119.425

CHICAGO CENTER
124.55 398.9

UNICOM
122.8 (CTAF) 0



LAWRENCEVILLE-VINCENNES INTL (LWV) 3 NE UTC-6(-5DT) N38°45.86' W87°36.33'

ST. LOUIS

430 B S4 FUEL 100LL JET A TPA—See Remarks NOTAM FILE LWV

H-5E, L-27D

RWY 18-36: H5199X100 (ASPH) S-19, D-28 MIRL

IAP

RWY 18: REIL. PVASI(PASIL). RWY 36: REIL. PAPI(P4L). Tree.

RWY 09-27: H5198X150 (ASPH) S-40, D-50, 2D-70 MIRL

RWY 09: REIL. PVASI(PASIL).

RWY 27: ODALS. REIL. PAPI(P4L). Tree.

RWY 04U-22U: 1000X200 (TURF)

RWY 04U: Road. RWY 22U: Pole. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0400Z. Glider activity SR-SS. Rwy 09-27 and Rwy 18-36 have left hand tfc pattern for glider acft. TPA for ultralight tfc using Rwy 04U-22U is 500' maximum. Be alert: ODALS for Rwy 27 are in operation simultaneously with REILS on Rwy 18. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27 and REIL Rws 09, 27, 18 and 36 and ODALS Rwy 27—CTAF. TPA for powered acft using Rwy 09-27 and 18-36 is 1330(900). TPA for ultralight tfc using Rwy 04U-22U is 930(500).

WEATHER DATA SOURCES: ASOS 118.0 (618) 943-5252**COMMUNICATIONS:** CTAF/UNICOM 122.8

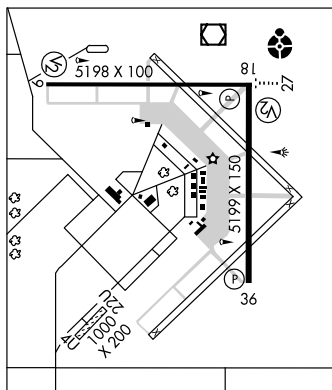
① EVANSVILLE APP/DEP CON 125.6 (1200-0500Z)

① INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.

(T) VORW/DME 108.8 LWV Chan 25 N38°46.19' W87°36.23' at fld. 430/1W.

DME unusable 350°-030° byd 15 NM blo 3000'.

**LEWIS UNIVERSITY** (See CHICAGO/ROMEOVILLE)**LICOL** N39°54.72' W89°36.18' NOTAM FILE SPI.

ST. LOUIS

NDB (MHW/LOM) 375 LQ 221° 5.3 NM to Abraham Lincoln Capital.

LINCOLN**LOGAN CO** (AAA) 2 NE UTC-6(-5DT) N40°09.52' W89°20.10'

CHICAGO

597 B S4 FUEL 100 NOTAM FILE AAA

L-27C

RWY 03-21: H3999X70 (ASPH) S-12.5 MIRL

IAP

RWY 03: REIL. PVASI(PASIL). Building.

RWY 21: PVASI(PASIL). Tree.

RWY 14-32: 3003X135 (TURF)

RWY 14: Thld dsplcd 307'. Trees. RWY 32: Road.

AIRPORT REMARKS: Attended Mon-Sat irregularly. For svc call 217-732-6400. Self serve fuel avbl 24 hrs. Rwy 14-32 PPR to use Dec-Apr and after rain call 217-732-6400. ACTIVATE MIRL Rwy 03-21—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775 (217) 732-9605.**COMMUNICATIONS:** CTAF/UNICOM 122.8

① SPRINGFIELD APP/DEP CON 118.6 (1200-0400Z)

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z)

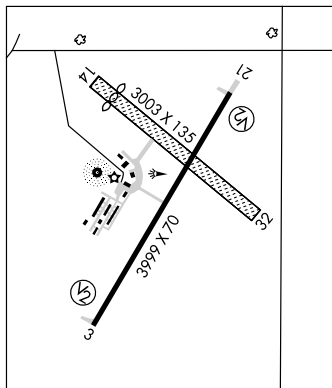
RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38'

W89°40.66' 040° 24.8 NM to fld. 586/1W.

ABRAHAM NDB (MHW) 329 AAA N40°09.61' W89°20.27' at fld.

NOTAM FILE AAA.



APP CRS	Rwy ldg	5198
090°	TDZE	428
	Apt Elev	430

AL-229 (FAA)

RNAV (GPS) RWY 9

LAWRENCEVILLE-VINCENNES INTL (L WV)

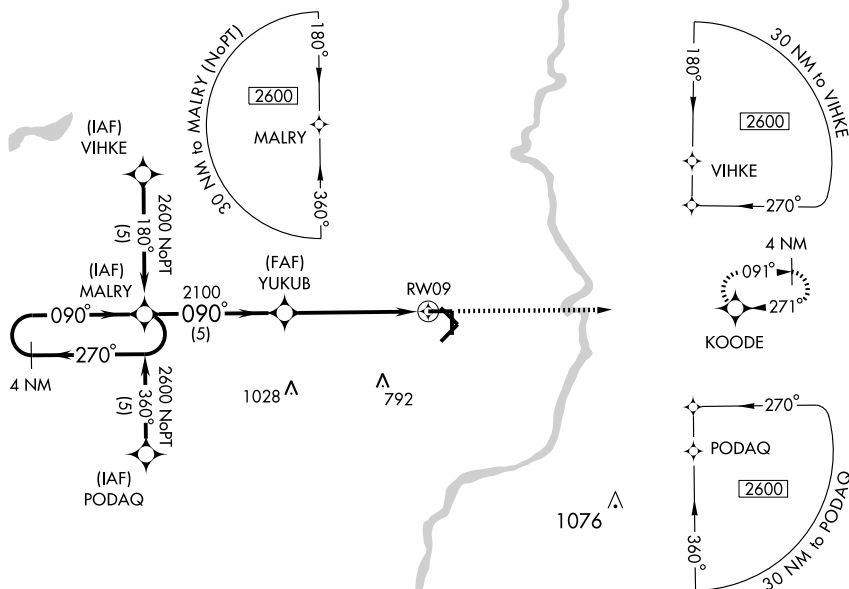
NA DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600
direct KOODE WP and hold.

ASOS
118.0

EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) 0



4 NM
Holding Pattern

MALRY

YUKUB

2600

KOODE

VGSI and descent angles
not coincident.

2100

TCH 45

3.00°

5.1 NM

5 NM

RW09

CATEGORY	A	B	C	D
LNAV/ VNAV	DA	NA		
LNAV MDA	820-1 392 (400-1)			820-1¼ 392 (400-1¼)
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

ELEV 430

090° to
RW09TDZE
428

5198 X 150

81

27

5199 X 100

36

Ultralight
Area

REIL Rwy 9, 27, 18 and 36

MIRL Rwy 9-27 and 18-36

APP CRS	Rwy ldg	5199
180°	TDZE	430
	Apt Elev	430

RNAV (GPS) RWY 18

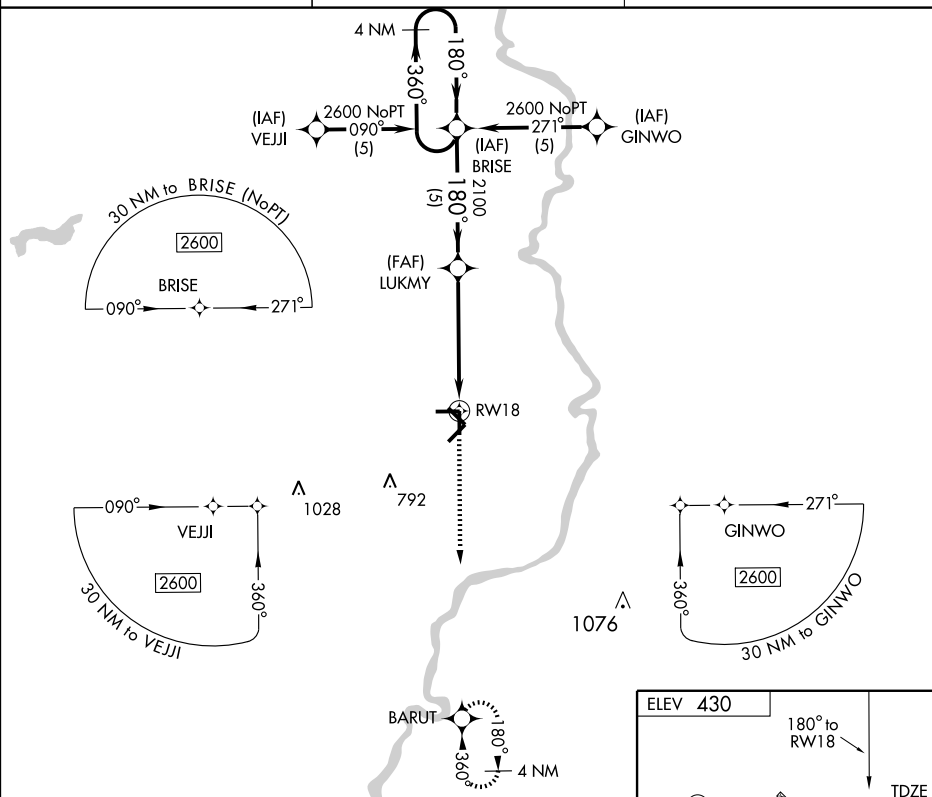
LAWRENCEVILLE-VINCENNES INTL (L WV)

NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 2600 direct BARUT WP and hold.

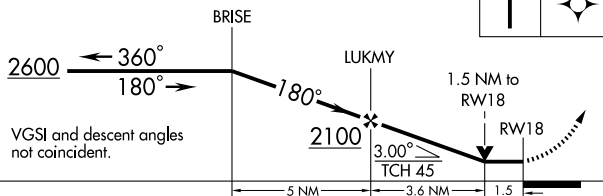
ASOS
118.0

EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) 0

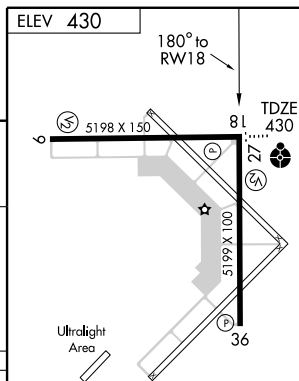


4 NM
Holding Pattern



2600

BARUT



CATEGORY	A	B	C	D
LNAV/ VNAV DA	NA			
LNAV MDA	940-1	510 (600-1)	940-1½	510 (600-1½)
CIRCLING	940-1	510 (600-1)	940-1½ 510 (600-1½)	980-2 550 (600-2)

REIL Rwy 9, 27, 18 and 36 0
MIRL Rwy 9-27 and 18-36 0

APP CRS **271°**
 Rwy Idg **5198**
 TDZE **430**
 Apt Elev **430**

AL-229 (FAA)

RNAV (GPS) RWY 27

LAWRENCEVILLE-VINCENNES INTL (L WV)

NA

DME/DME RNP-0.3 NA.
 Inoperative table does not apply.
 Visibility reduction by helicopters NA.

ODALS

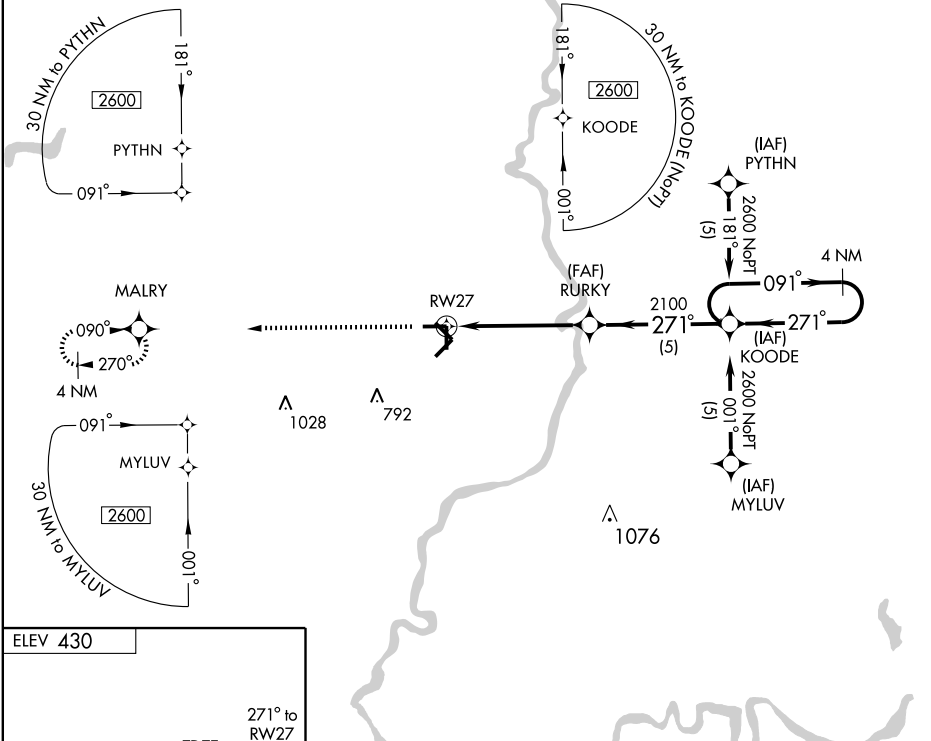


MISSED APPROACH: Climb to 2600
 direct MALRY WP and hold.

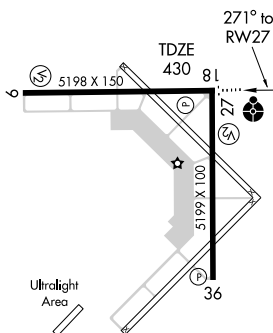
ASOS
118.0

EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) 0



ELEV 430



REIL Rwy 9, 27, 18 and 36
 MRL Rwy 9-27 and 18-36

2600 MALRY		4 NM Holding Pattern	
RURKY		2600	
RW27		271°	
2100		091°	
3.00° TCH 45		271°	
5.1 NM		5 NM	
CATEGORY		A	
LNAV/VNAV		DA	
LNAV MDA		800-1 370 (400-1)	
CIRCLING		880-1 450 (500-1)	
		880-1½ 450 (500-1½)	
		800-1¼ 370 (400-1¼)	
		980-2 550 (600-2)	

LAWRENCEVILLE, ILLINOIS

Orig-D 11MAR10

LAWRENCEVILLE-VINCENNES INTL (L WV)

38°46'N - 87°36'W

RNAV (GPS) RWY 27

APP CRS	Rwy Idg	5199
360°	TDZE	429
	Apt Elev	430

RNAV (GPS) RWY 36
LAWRENCEVILLE-VINCENNES INTL (LWV)

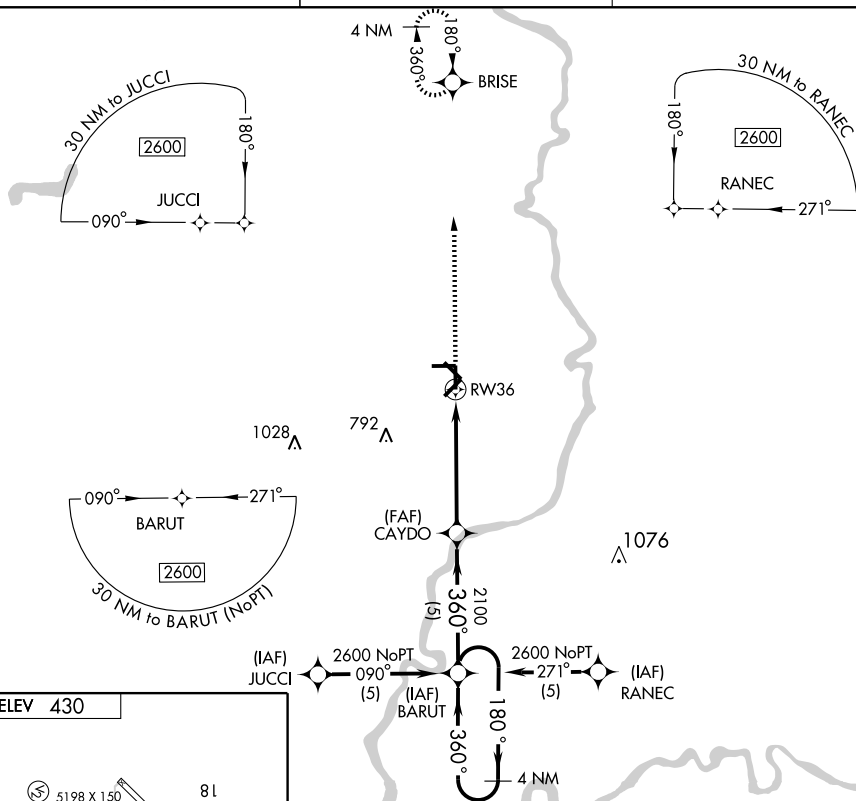
A NA DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct BRISE WP and hold.

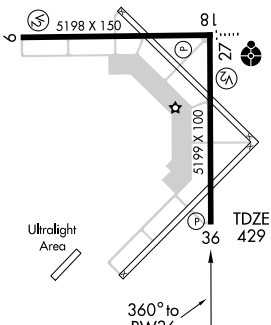
ASOS
118.0

EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) **L**



ELEV 430



REIL Rwys 9, 27, 18 and 36 **L**
MIRL Rwys 9-27 and 18-36 **L**

LAWRENCEVILLE-VINCENNES INTL (LWV)

Orig-C 11MAR10

38°46'N - 87°36'W

RNAV (GPS) RWY 36

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

VOR RWY 18

VOR/DME LWV
108.8
Chan **25**

APP CRS
199°

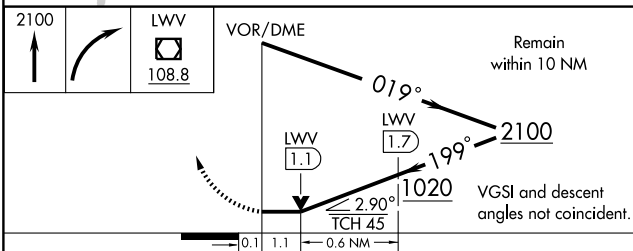
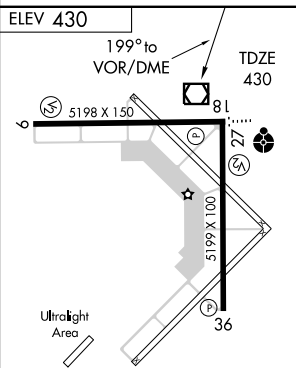
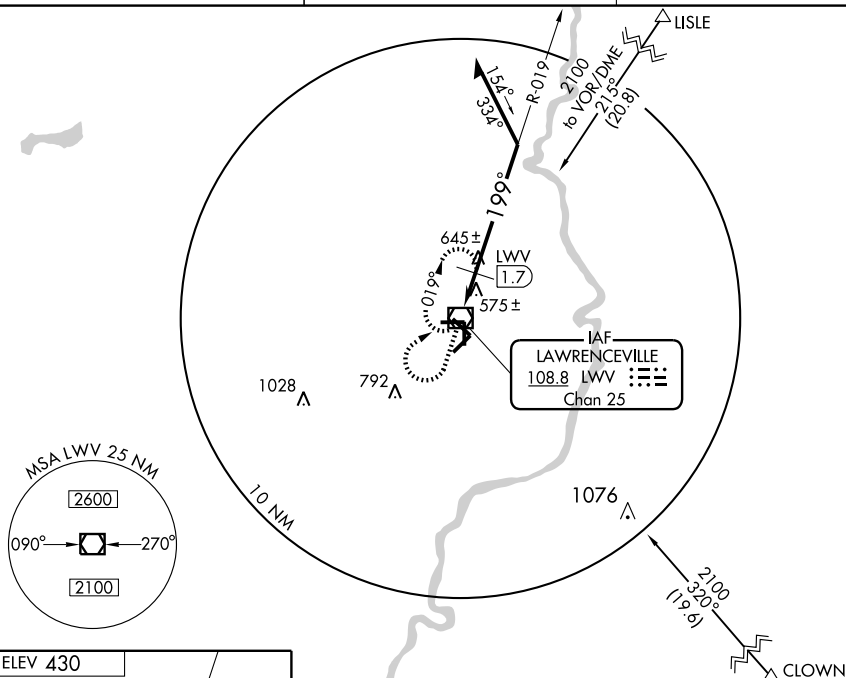
Rwy Idg	5199
TDZE	430
Apt Elev	430

LAWRENCEVILLE-VINCENNES INTL (LWV)

MISSED APPROACH: Climb to 2100 then right turn direct LWV VOR/DME and hold.

ASOS
118.0

EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-18	1020-1	590 (600-1)	1020-1½ 590 (600-1½)	1020-1¾ 590 (600-1¾)
CIRCLING	1020-1	590 (600-1)	1020-1½ 590 (600-1½)	1020-2 590 (600-2)
DME MINIMUMS				
S-18	840-1	410 (500-1)	840-1¼	410 (500-1¼)
CIRCLING	880-1	450 (500-1)	880-1½ 450 (500-1½)	980-2 550 (600-2)

REIL Rwys 9, 27, 18 and 36 **L**
MIRL Rwys 9-27 and 18-36 **L**

LAWRENCEVILLE, ILLINOIS

Amdt 1 10042

LAWRENCEVILLE-VINCENNES INTL (LWV)

VOR RWY 18

38°46'N - 87°36'W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

VOR/DME LWV
108.8
Chan **25**

APP CRS
282°

Rwy ldg
TDZE
Apt Elev

5198
430
430

AL-229 (FAA)

VOR RWY 27

LAWRENCEVILLE-VINCENNES INTL (LWV)

Inoperative table does not apply.
Visibility reduction by helicopters NA.

ODALS

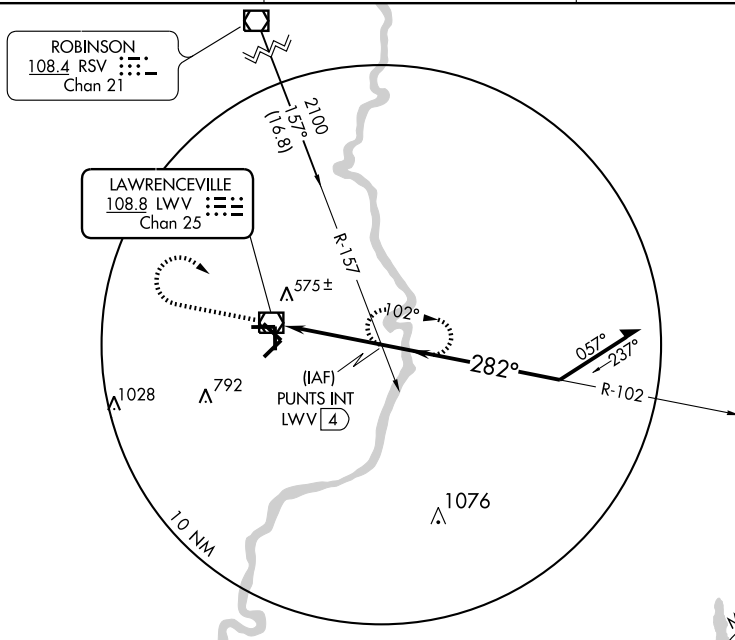


MISSED APPROACH: Climb to 2100, then right turn direct LWV
VOR/DME then via the LWV R-102 to PUNTS Int/4 DME
and hold.

ASOS
118.0

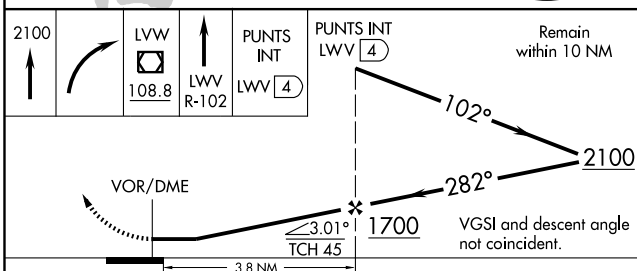
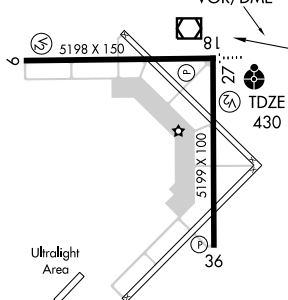
EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) 0



ELEV 430

282° to
VOR/DME



CATEGORY	A	B	C	D
S-27	840-1 410 (500-1)		840-1¼ 410 (500-1¼)	
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)

REIL Rwy 9, 27, 18 and 36 **0**
MIRL Rwy 9-27 and 18-36 **0**

LAWRENCEVILLE, ILLINOIS

Amdt 7B 11MAR10

LAWRENCEVILLE-VINCENNES INTL (LWV)

38°46'N - 87°36'W

VOR RWY 27

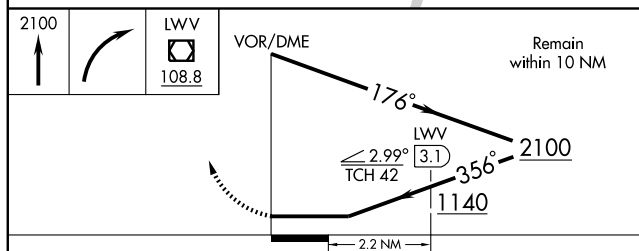
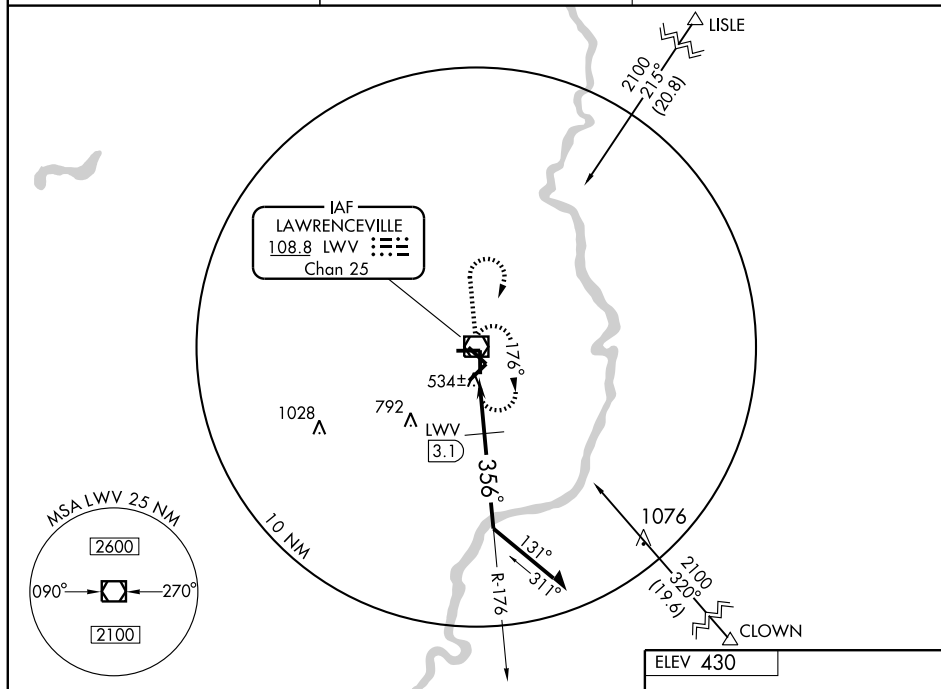
VOR/DME LWV 108.8 Chan 25	APP CRS 356°	Rwy ldg TDZE 429 Apt Elev 430
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AL-229 (FAA)

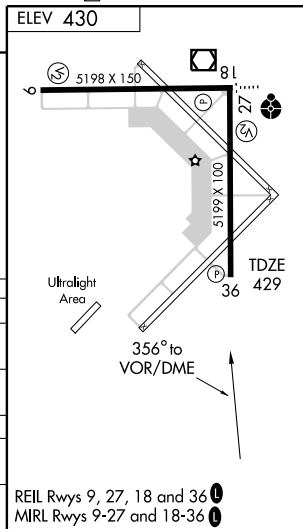
VOR RWY 36

LAWRENCEVILLE-VINCENNES INTL (LWV)

Visibility reduction by helicopters NA.		MISSED APPROACH: Climb to 2100, then right turn direct LWV VOR/DME and hold.
ASOS 118.0	EVANSVILLE APP CON ★ 125.6 267.9	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-36	1140-1	711 (800-1)	1140-2 711 (800-2)	1140-2¼ 711 (800-2¼)
CIRCLING	1140-1	710 (800-1)	1140-2 710 (800-2)	1140-2¼ 710 (800-2¼)
DME MINIMUMS				
S-36	800-1 371 (400-1)		800-1¼ 371 (400-1¼)	
CIRCLING	880-1 450 (500-1)		880-1½ 450 (500-1½)	980-2 550 (600-2)



LAWRENCEVILLE, ILLINOIS

Amdt 1A 11MAR10

LAWRENCEVILLE-VINCENNES INTL (LWV)

38°46'N - 87°36'W

VOR RWY 36

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

LAWRENCEVILLE-VINCENNES INTL (LWV) 3 NE UTC-6(-5DT) N38°45.86' W87°36.33'

ST. LOUIS

430 B S4 FUEL 100LL JET A TPA—See Remarks NOTAM FILE LWV

H-5E, L-27D

RWY 18-36: H5199X100 (ASPH) S-19, D-28 MIRL

IAP

RWY 18: REIL. PVASI(PASIL). RWY 36: REIL. PAPI(P4L). Tree.

RWY 09-27: H5198X150 (ASPH) S-40, D-50, 2D-70 MIRL

RWY 09: REIL. PVASI(PASIL).

RWY 27: ODALS. REIL. PAPI(P4L). Tree.

RWY 04U-22U: 1000X200 (TURF)

RWY 04U: Road. RWY 22U: Pole. Rgt tfc.

AIRPORT REMARKS: Attended 1200-0400Z. Glider activity SR-SS. Rwy 09-27 and Rwy 18-36 have left hand tfc pattern for glider acft. TPA for ultralight tfc using Rwy 04U-22U is 500' maximum. Be alert: ODALS for Rwy 27 are in operation simultaneously with REILS on Rwy 18. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27 and REIL Rws 09, 27, 18 and 36 and ODALS Rwy 27—CTAF. TPA for powered acft using Rwy 09-27 and 18-36 is 1330(900). TPA for ultralight tfc using Rwy 04U-22U is 930(500).

WEATHER DATA SOURCES: ASOS 118.0 (618) 943-5252**COMMUNICATIONS:** CTAF/UNICOM 122.8

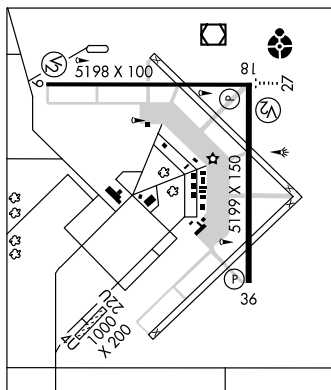
① EVANSVILLE APP/DEP CON 125.6 (1200-0500Z)

① INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z)

RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.

(T) VORW/DME 108.8 LWV Chan 25 N38°46.19' W87°36.23' at fld. 430/1W.

DME unusable 350°-030° byd 15 NM blo 3000'.

**LEWIS UNIVERSITY** (See CHICAGO/ROMEOVILLE)**LICOL** N39°54.72' W89°36.18' NOTAM FILE SPI.

ST. LOUIS

NDB (MHW/LOM) 375 LQ 221° 5.3 NM to Abraham Lincoln Capital.

LINCOLN**LOGAN CO** (AAA) 2 NE UTC-6(-5DT) N40°09.52' W89°20.10'

CHICAGO

597 B S4 FUEL 100 NOTAM FILE AAA

L-27C

RWY 03-21: H3999X70 (ASPH) S-12.5 MIRL

IAP

RWY 03: REIL. PVASI(PASIL). Building.

RWY 21: PVASI(PASIL). Tree.

RWY 14-32: 3003X135 (TURF)

RWY 14: Thld dsplcd 307'. Trees. RWY 32: Road.

AIRPORT REMARKS: Attended Mon-Sat irregularly. For svc call 217-732-6400. Self serve fuel avbl 24 hrs. Rwy 14-32 PPR to use Dec-Apr and after rain call 217-732-6400. ACTIVATE MIRL Rwy 03-21—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.775 (217) 732-9605.**COMMUNICATIONS:** CTAF/UNICOM 122.8

① SPRINGFIELD APP/DEP CON 118.6 (1200-0400Z)

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z)

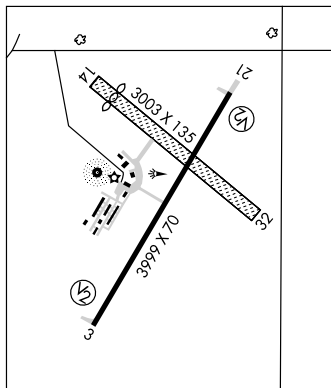
RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38'

W89°40.66' 040° 24.8 NM to fld. 586/1W.

ABRAHAM NDB (MHW) 329 AAA N40°09.61' W89°20.27' at fld.

NOTAM FILE AAA.



NDB AAA	APP CRS	Rwy Idg	3999
329	226°	TDZE	597
		Apt Elev	597

NDB RWY 21

LINCOLN/LOGAN COUNTY (AAA)

▼ If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDA's 60 feet.

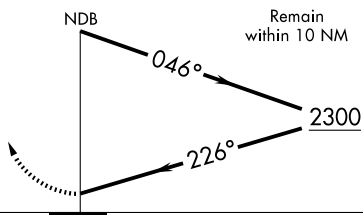
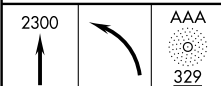
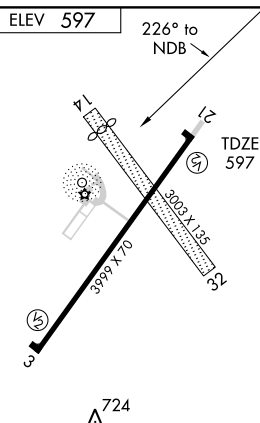
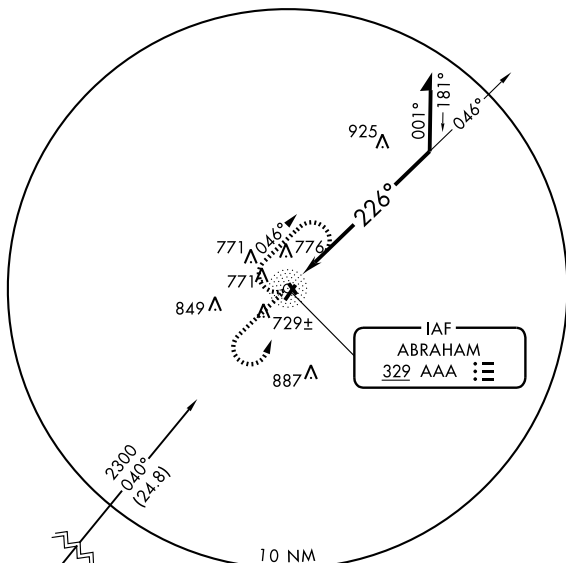
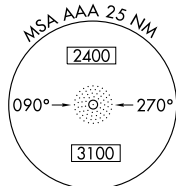
▲ Circling to Rwy 14/32 NA at night.

MISSED APPROACH: Climb to 2300 then left turn direct AAA NDB and hold.

AWOS-3
118.775

SPRINGFIELD APP CON ★
118.6 323.0

UNICOM
122.8 (CTAF) 0



REIL Rwy 3
MIRL Rwy 3-21 0

CATEGORY	A	B	C	D
S-21	1340-1 743 (800-1)	1340-1¼ 743 (800-1¼)	1340-2¼ 743 (800-2¼)	1340-2½ 743 (800-2½)
CIRCLING	1340-1 743 (800-1)	1340-1¼ 743 (800-1¼)	1340-2¼ 743 (800-2¼)	1340-2½ 743 (800-2½)

APP CRS	Rwy Idg	3999
035°	TDZE	596
	Apt Elev	597

RNAV (GPS) RWY 3

LINCOLN/LOGAN COUNTY (AAA)

▼ DME/DME RNP-0.3 NA. Circling to Rwy 14/32 NA at night. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet.

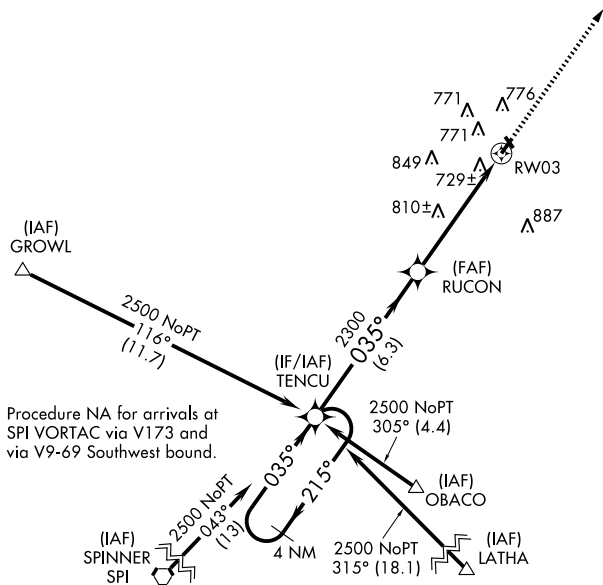
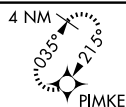
MISSED APPROACH: Climb to 2700 direct PIMKE and hold.

AWOS-3
118.775

SPRINGFIELD APP CON ★
118.6 323.0

UNICOM
122.8 (CTAF) 0

△1108±
△1108±



Procedure NA for arrivals at SPI VORTAC via V173 and via V9-69 Southwest bound.

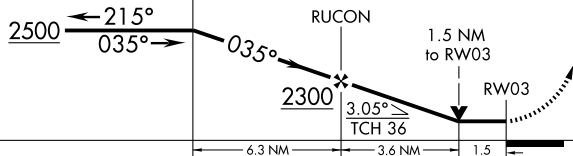
4 NM
Holding Pattern

TENCU

VDP NA with Springfield, IL altimeter setting.

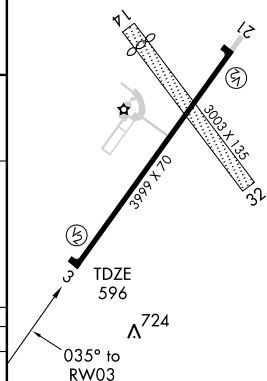
2700

PIMKE



CATEGORY	A	B	C	D
RNAV MDA	1120-1	524 (600-1)	1120-1½ 524 (600-1½)	1120-1¾ 524 (600-1¾)
CIRCLING	1140-1	543 (600-1)	1140-1½ 543 (600-1½)	1160-2 563 (600-2)

ELEV 597



REIL Rwy 3
MIRL Rwy 3-21 0

APP CRS **215°**
 Rwy Idg **3999**
 TDZE **597**
 Apt Elev **597**

RNAV (GPS) RWY 21

LINCOLN/LOGAN COUNTY (AAA)

▼ DME/DME RNP-0.3 NA. Circling to Rwy 14/32 NA at night. If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2700 direct PIMKE and hold.

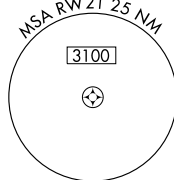
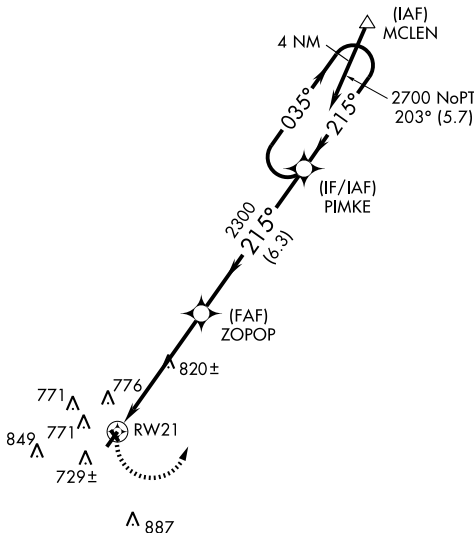
AWOS-3
118.775

SPRINGFIELD APP CON ★
118.6 323.0

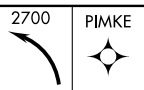
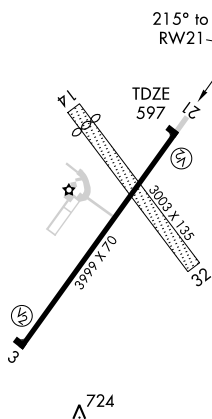
UNICOM
122.8 (CTAF) 0

Procedure NA for arrivals at MCLEN via V9-69 Northeast bound.

1301 **Λ**

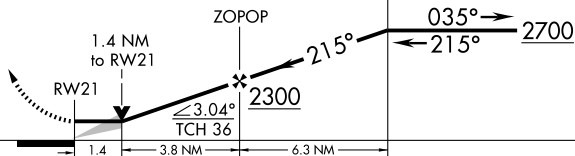


ELEV **597**



VDP NA with Springfield, IL altimeter setting.

PIMKE 4 NM Holding Pattern



REIL Rwy 3
 MRL Rwy 3-21 **0**

VORTAC SPI
112.7
Chan **74**

APP CRS
041°

Rwy Idg
TDZE **596**
Apt Elev **597**

VOR RWY 3

LINCOLN/LOGAN COUNTY (AAA)

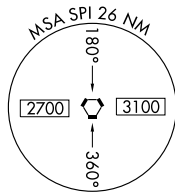
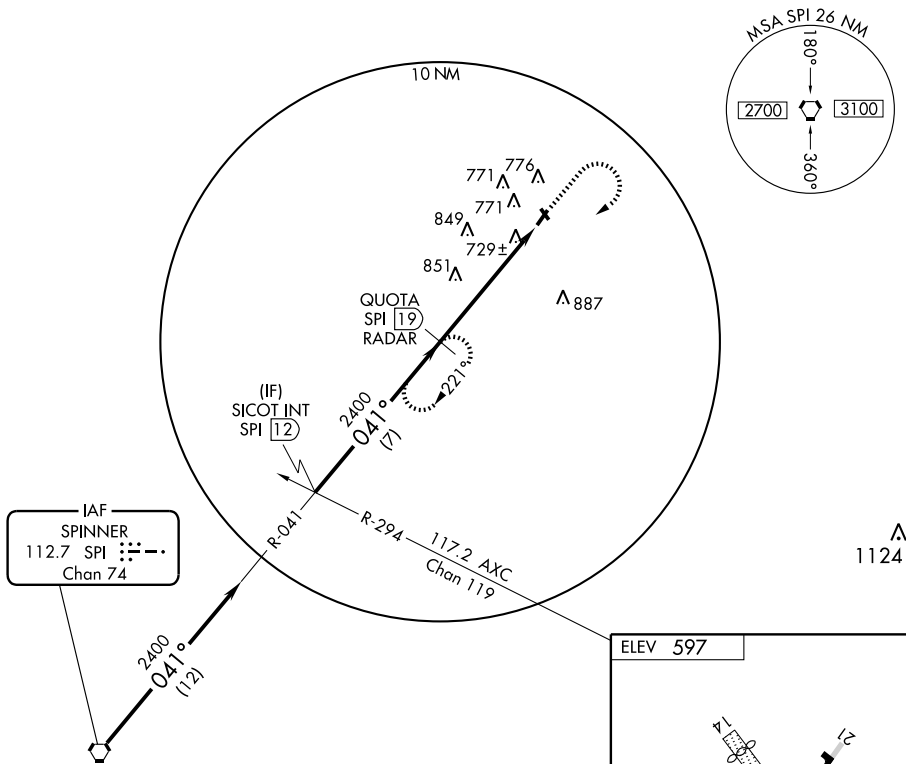
▼ If local altimeter setting not received, use Springfield, IL altimeter setting and increase all MDA's 60 feet. Circling to Rwy 14/32 NA at night. DME or RADAR REQUIRED.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 via SPI R-041 to QUOTA/19 DME/RADAR and hold.

AWOS-3
118.775

SPRINGFIELD APP CON ★
118.6 323.0

UNICOM
122.8 (CTAF) 0



ELEV 597

Procedure
Turn
NA

VORTAC

2400

SICOT INT SPI (12)

QUOTA SPI (19) RADAR

2000

2400

QUOTA SPI (19)

2400

SPI (24.4)

3.09°

TCH 36

CATEGORY

A

B

C

D

S-3

1120-1

1120-1¼

1120-1½

1120-1¾

524 (600-1)

524 (600-1¼)

524 (600-1½)

524 (600-1¾)

CIRCLING

1140-1

1140-1¼

1140-1½

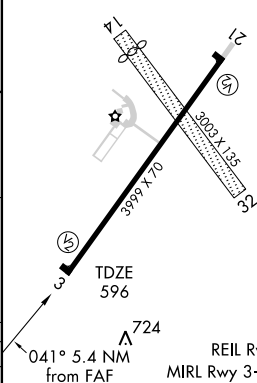
1160-2

543 (600-1)

543 (600-1¼)

543 (600-1½)

563 (600-2)



041° 5.4 NM from FAF

REIL Rwy 3

MIRL Rwy 3-21 0

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

LITCHFIELD MUNI (3LF) 2 SW UTC-6(-5DT) N39°09.75' W89°40.48'

690 B S4 FUEL 100LL, JET A TPA-1490(800) NOTAM FILE 3LF

RWY 18-36: 4003X75 (CONC) MIRL

RWY 18: REIL. PAPI(P2L)-GA 3.0° TCH 23'. Tank. Rgt tfc.

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 25'. Tree.

RWY 09-27: H3901X75 (ASPH) MIRL

RWY 09: REIL. PAPI(P2L)-GA 3.0° TCH 25'. Road. Rgt tfc.

RWY 27: REIL. PAPI(P2L)-GA 3.0° TCH 24'. Road.

AIRPORT REMARKS: Attended 1400-2300Z+. Self svc 100LL fuel avbl 24 hrs. CAUTION: Aerobatic area 1700'-4200' MSL above arpt. MIRL Rwy 18-36 and Twy C preset low ints, increase ints and ACTIVATE MIRL Rwy 09-27 PAPI and REIL Rwy 09, Rwy 27, Rwy 18, and Rwy 36, twy lghts-CTAF. REIL Rwy 09 and Rwy 27 OTS indef. NOTE: See Special Notices-Aerobatic Practice Area in Illinois.

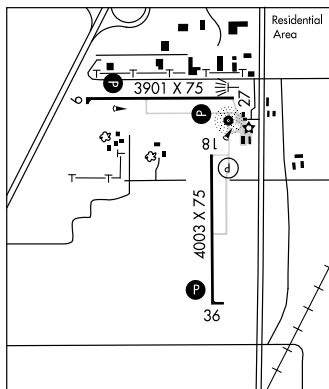
WEATHER DATA SOURCES: AWOS-3 118.175 (217) 324-4735.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® ST LOUIS APP/DEP CON 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62' W89°09.75' 276° 24.3 NM to fld. 604/4E.

NDB (MHW) 371 LTD N39°09.92' W89°40.53' at fld. SHUTDOWN.



ST. LOUIS

L-27C

IAP

LOGAN CO (See LINCOLN)**LOSTANT****HARTENBOWER HECTARES** (2V3) 5 NW UTC-6(-5DT) N41°10.89' W89°08.80'

CHICAGO

733 B FUEL 100LL, MOGAS NOTAM FILE IKK

RWY 18-36: 2413X100 (TURF) LIRL (NSTD)

RWY 18: Crops. RWY 36: Road.

AIRPORT REMARKS: Attended on call 815-882-2371/2573. ACTIVATE LIRL Rwy 18-36-CTAF. ACTIVATE rotating bcn-CTAF. Rwy 18-36 NSTD LIRL; lgt ints varies.

COMMUNICATIONS: CTAF/UNICOM 122.7.**LUKOW** N41°01.07' W87°54.22' NOTAM FILE IKK.**NDB (LOM)** 272 IK 039° 4.1 NM to Greater Kankakee.**MACOMB MUNI** (MQB) 3 N UTC-6(-5DT) N40°31.21' W90°39.14'

CHICAGO

707 B FUEL 100LL TPA-1507(800) NOTAM FILE MQB

RWY 09-27: H5101X100 (ASPH) S-18, D-21 HIRL 0.5% up W

RWY 09: VASI(V2L)-GA 3.0° TCH 25'.

RWY 27: REIL. VASI(V2L)-GA 3.0° TCH 25'.

RWY 18-36: 3719X190 (TURF) 0.3% up N

RWY 18: Tree. RWY 36: Road.

AIRPORT REMARKS: Attended 1400-2300Z+. Rwy 18-36 seasonal, Nov 1-May 1 ctc arpt manager 309-833-3324. HIRL Rwy 09-27 preset low ints, to ACTIVATE higher ints and REIL Rwy 27 and twy lghts-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (309) 837-4022.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.15 (KANKAKEE RADIO)

CHICAGO CENTER APP/DEP CON 135.6

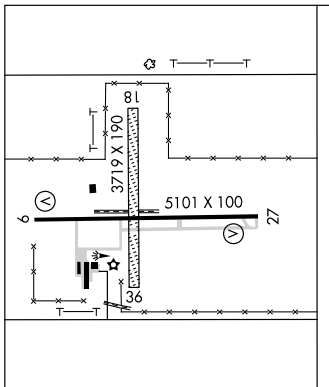
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.

BURLINGTON (L) VORTAC 111.4 BRL Chan 51 N40°43.40' W90°55.55' 129° 17.5 NM to fld. 730/5E. **HIWAS**

NDB (MHW) 251 JZY N40°31.10' W90°33.63' 270° 4.2 NM to fld. NDB unmonitored 2300-1400Z+.

ILS 110.3 I-MQB Rwy 27. Localizer only.

LOC unmonitored 2300-1400Z+.



CHICAGO

H-5D, L-27B

IAP

MANITO MITCHELL (See Manito)

NDB LTD
371

APP CRS
097°

Rwy Idg	3901
TDZE	690
Apt Elev	690

NDB RWY 9
LITCHFIELD MUNI (3LF)



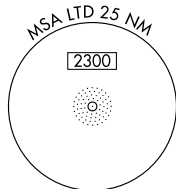
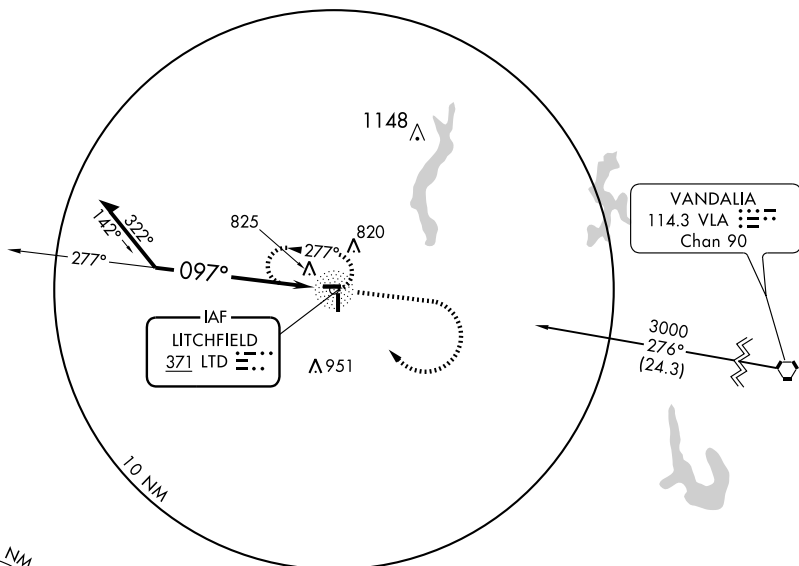
If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 3000 then right turn direct LTD NDB and hold.

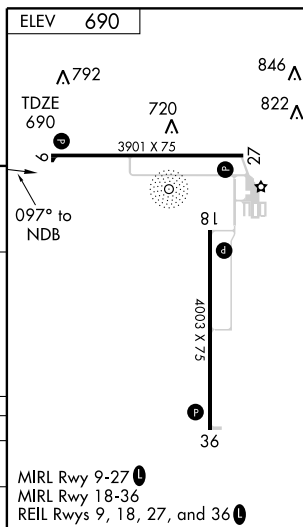
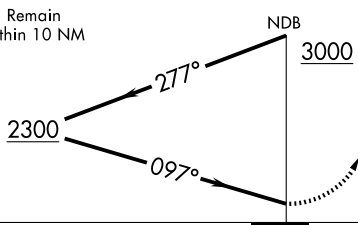
AWOS-3
118.175

ST. LOUIS APP CON
124.2 353.9

UNICOM
122.8 (CTAF) **L**



Remain
within 10 NM



CATEGORY

A

B

C

D

C-O

1280-1 590 (600-1)

1280-1½
590 (600-1½)

NA

CIRCUING

1290 1 590 (400-1)

1280-1½
590 (600-1½)

514

MIRL Rwy 9-27 L

MIRL Rwy 18-36

REIL Rwys 9, 18, 27, and 36 **L**LITCHFIELD, ILLINOIS
Amdt 6 10266

39°10'N-89°40'W

LITCHFIELD MUNI (3LF)
NDB RWY 9

EC-3, 23 SEP 2010 to 21 OCT 2010

NDB LTD 371	APP CRS 260°	Rwy Idg TDZE Apt Elev	3901 690 690
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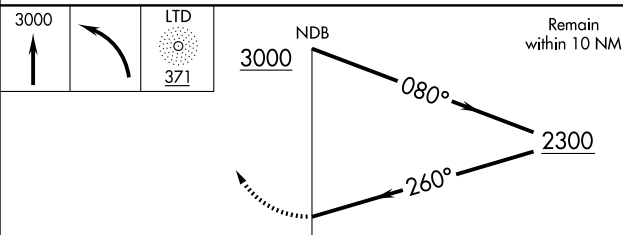
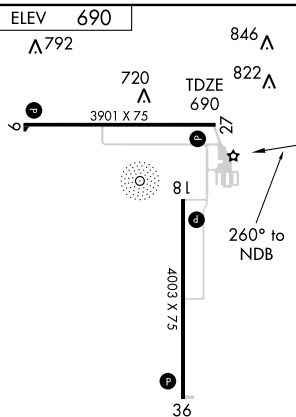
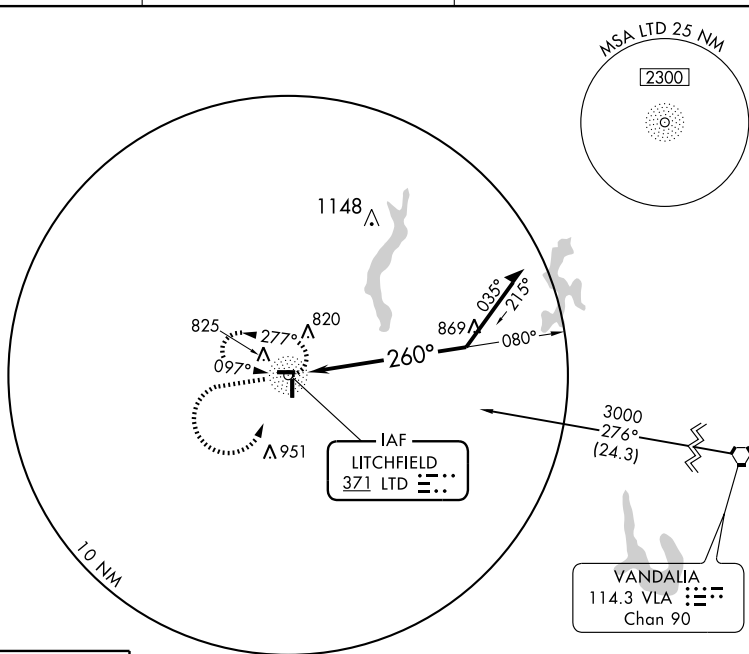
NDB RWY 27
LITCHFIELD MUNI (3LF)

<p>▽ ▲ NA</p> <p>If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet.</p>	<p>MISSED APPROACH: Climb to 3000 then left turn direct LTD NDB and hold.</p>
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AWOS-3
118.175

ST. LOUIS APP CON
124.2 353.9

UNICOM
122.8 (CTAF) **0**



CATEGORY	A	B	C	D
S-27	1200-1	510 (600-1)	1200-1½ 510 (600-1½)	NA
CIRCLING	1200-1	510 (600-1)	1200-1½ 510 (600-1½)	NA

MIRL Rwy 9-27 **L**
MIRL Rwy 18-36
REIL Rws 9, 18, 27, and 36 **L**

APP CRS	Rwy Idg	3901
089°	TDZE	690
	Apt Elev	690

RNAV (GPS) RWY 9

LITCHFIELD MUNI (3LF)

NA If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet. VDP NA with Taylorville altimeter setting. DME/DME RNP-0.3 NA.

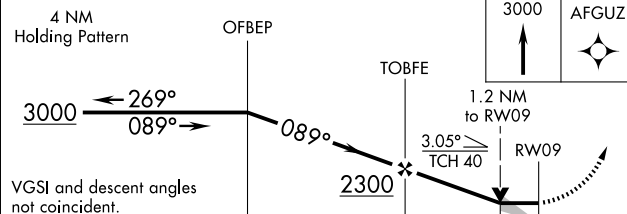
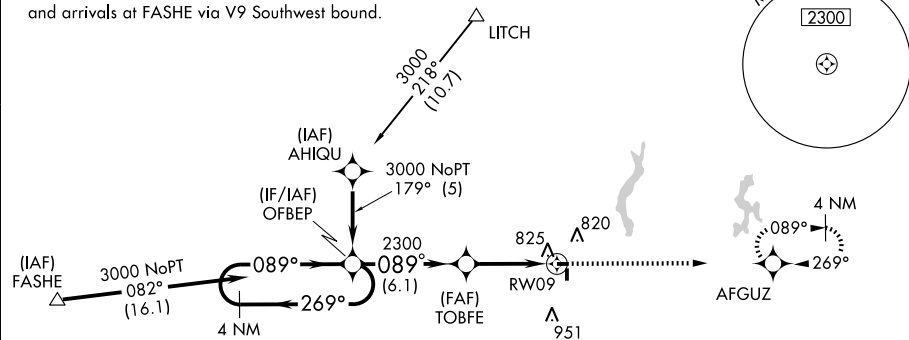
MISSED APPROACH: Climb to 3000 direct AFGUZ and hold.

AWOS-3
118.175

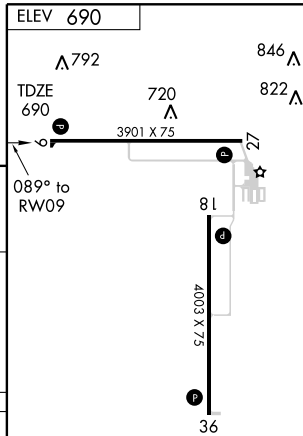
ST. LOUIS APP CON
124.2 353.9

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at LITCH via V69 Northbound and arrivals at FASHE via V9 Southwest bound.



CATEGORY	A	B	C	D
LNNAV MDA	1140-1	450 (500-1)	1140-1½ 450 (500-1½)	NA
CIRCLING	1160-1	470 (500-1)	1160-1½ 470 (500-1½)	NA



WAAS CH 58203 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	4003 685 690
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RNAV (GPS) RWY 18

LITCHFIELD MUNI (3LF)



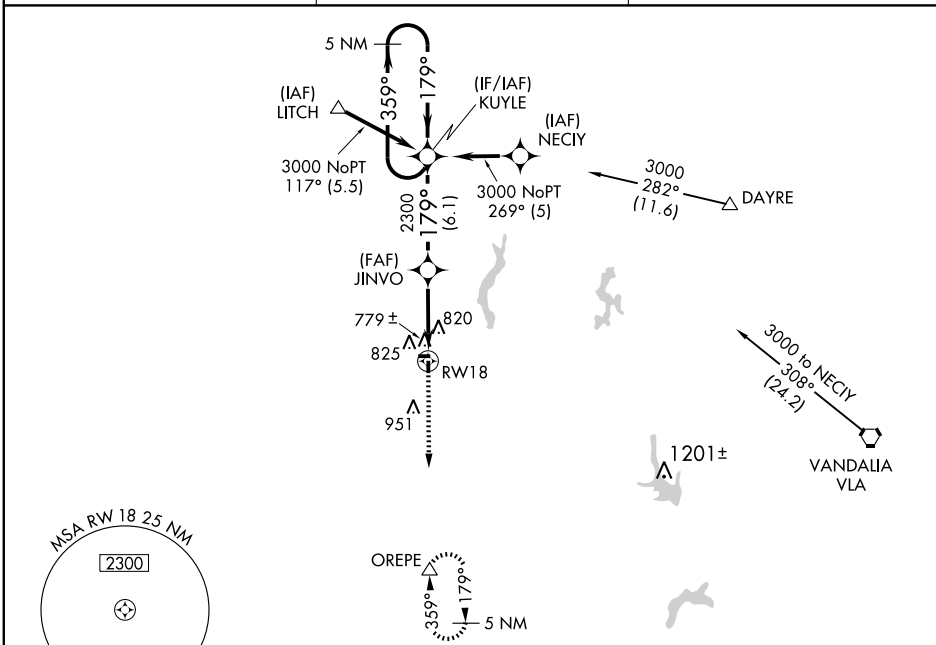
If local altimeter setting not received, use Taylorville altimeter setting and increase all DAs 73 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Taylorville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OREPE and hold.

AWOS-3
118.175

ST. LOUIS APP CON
124.2 353.9

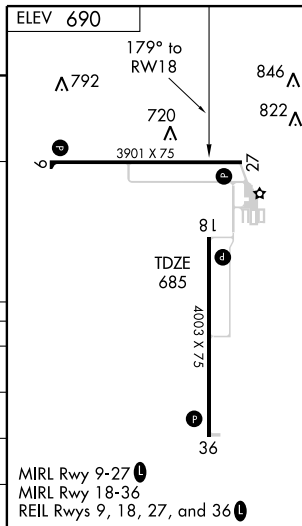
UNICOM
122.8 (CTAF) 0



EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

5 NM Holding Pattern				
<div> <div>3000 ← 359°</div> <div>→ 179°</div> <div>179°</div> <div>JINVO</div> <div>2300</div> <div>6.1 NM</div> <div>3.7 NM</div> <div>1.2 NM</div> <div>RWY 18</div> </div>				
<div> <div>GS 3.00°</div> <div>TCH 40</div> <div>VGSI and RNAV glidepath not coincident.</div> </div>				
CATEGORY	A	B	C	D
LPV DA	997-1		312 (400-1)	NA
LNAV/VNAV DA	1112-1½		427 (500-1½)	NA
LNAV MDA	1100-1	415 (500-1)	1100-1¼ 415 (500-1¼)	NA
CIRCLING	1160-1	470 (500-1)	1160-1½ 470 (500-1½)	NA



MIRL Rwy 9-27 0
MIRL Rwy 18-36
REIL Rwy 9, 18, 27, and 36 0

APP CRS	Rwy Idg	3901
269°	TDZE	690
	Apt Elev	690

RNAV (GPS) RWY 27

LITCHFIELD MUNI (3LF)

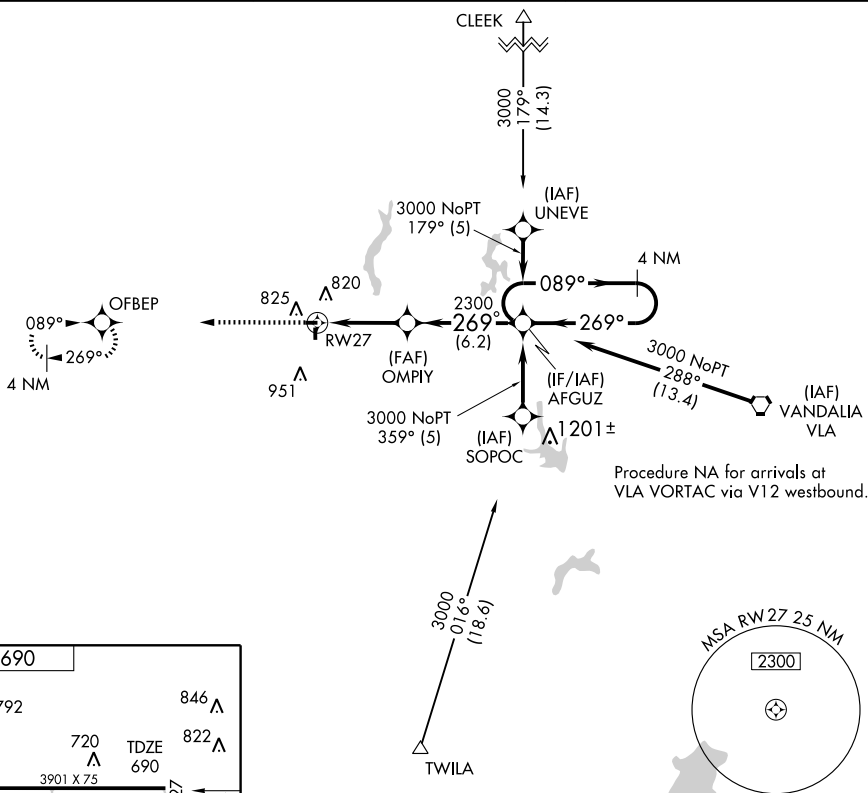


If local altimeter setting not received, use Taylorville altimeter setting and increase all MDA's 80 feet. VDP NA with Taylorville altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct OFBEP and hold.

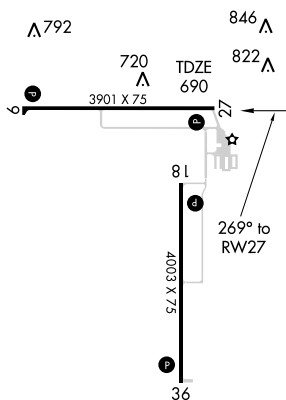
AWOS-3
118.175

ST. LOUIS APP CON
124.2 353.9

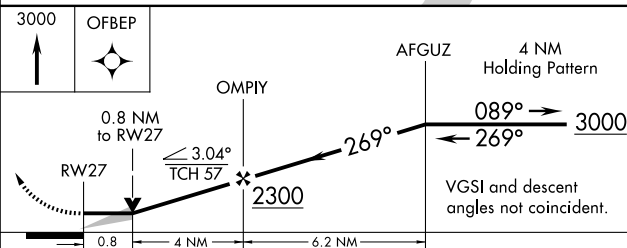
UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at VLA VORTAC via V12 westbound.

ELEV 690



MIRL Rwy 9-27 **L**
MIRL Rwy 18-36
REIL Rwy 9, 18, 27, and 36 **L**



CATEGORY	A	B	C	D
LNAV MDA	1100-1	410 (500-1)	1100-1½ 410 (500-1¼)	NA
CIRCLING	1160-1	470 (500-1)	1160-1½ 470 (500-1½)	NA

LITCHFIELD, ILLINOIS
Orig 10266

39°10'N-89°40'W

LITCHFIELD MUNI (3LF)

RNAV (GPS) RWY 27

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

WAAS CH 40403 W36A	APP CRS 359°	Rwy Idg TDZE 4003 Apt Elev 682
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RNAV (GPS) RWY 36

LITCHFIELD MUNI (3LF)



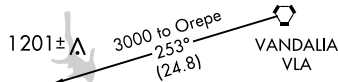
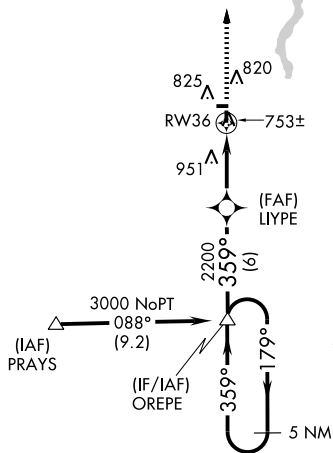
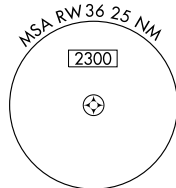
If local altimeter setting not received, use Taylorville altimeter setting and increase all DAs 73 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Taylorville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct KUYLE and hold.

AWOS-3
118.175

ST. LOUIS APP CON
124.2 353.9

UNICOM
122.8 (CTAF) 0



NoPT for arrival at OREPE on V191 Northeast bound.

5 NM
Holding Pattern

OREPE

3000 KUYLE

* LNAV Only

3000 ← 179°
→ 359°

GS 3.00°
TCH 40

VGSI and RNAV glidepath not coincident.

359°

2200

* 1.7 NM to RW36

RW36

6 NM

2.9 NM

1.7

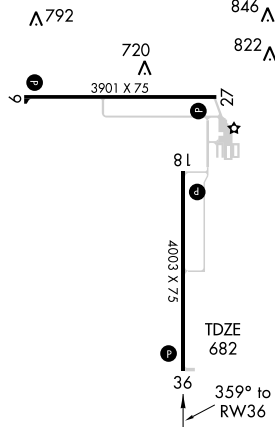
CATEGORY	A	B	C	D
LPV DA	958-1	276 (300-1)		NA
LNAV/VNAV DA	1013-1¼	331 (400-1¼)		NA
LNAV MDA	1260-1	578 (600-1)	1260-1½ 578 (600-1½)	NA
CIRCLING	1260-1	570 (600-1)	1260-1½ 570 (600-1½)	NA

ELEV 690

MIRL Rwy 9-27

MIRL Rwy 18-36

REIL Rlys 9, 18, 27, and 36



LITCHFIELD MUNI (3LF) 2 SW UTC-6(-5DT) N39°09.75' W89°40.48'

690 B S4 FUEL 100LL, JET A TPA-1490(800) NOTAM FILE 3LF

RWY 18-36: 4003X75 (CONC) MIRL

RWY 18: REIL. PAPI(P2L)-GA 3.0° TCH 23'. Tank. Rgt tfc.

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 25'. Tree.

RWY 09-27: H3901X75 (ASPH) MIRL

RWY 09: REIL. PAPI(P2L)-GA 3.0° TCH 25'. Road. Rgt tfc.

RWY 27: REIL. PAPI(P2L)-GA 3.0° TCH 24'. Road.

AIRPORT REMARKS: Attended 1400-2300Z+. Self svc 100LL fuel avbl 24 hrs. CAUTION: Aerobatic area 1700'-4200' MSL above arpt. MIRL Rwy 18-36 and Twy C preset low ints, increase ints and ACTIVATE MIRL Rwy 09-27 PAPI and REIL Rwy 09, Rwy 27, Rwy 18, and Rwy 36, twy lghts-CTAF. REIL Rwy 09 and Rwy 27 OTS indef. NOTE: See Special Notices-Aerobatic Practice Area in Illinois.

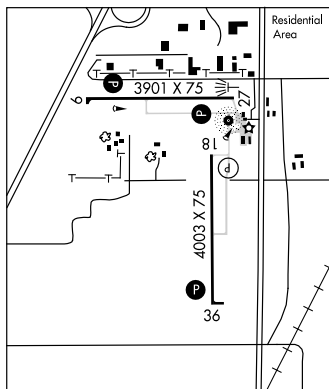
WEATHER DATA SOURCES: AWOS-3 118.175 (217) 324-4735.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® ST LOUIS APP/DEP CON 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

VANDALIA (L) VORTAC 114.3 VLA Chan 90 N39°05.62' W89°09.75' 276° 24.3 NM to fld. 604/4E.

NDB (MHW) 371 LTD N39°09.92' W89°40.53' at fld. SHUTDOWN.



ST. LOUIS

L-27C

IAP

LOGAN CO (See LINCOLN)**LOSTANT****HARTENBOWER HECTARES** (2V3) 5 NW UTC-6(-5DT) N41°10.89' W89°08.80'

CHICAGO

733 B FUEL 100LL, MOGAS NOTAM FILE IKK

RWY 18-36: 2413X100 (TURF) LIRL (NSTD)

RWY 18: Crops. RWY 36: Road.

AIRPORT REMARKS: Attended on call 815-882-2371/2573. ACTIVATE LIRL Rwy 18-36-CTAF. ACTIVATE rotating bcn-CTAF. Rwy 18-36 NSTD LIRL; lgt ints varies.

COMMUNICATIONS: CTAF/UNICOM 122.7.**LUKOW** N41°01.07' W87°54.22' NOTAM FILE IKK.**NDB (LOM)** 272 IK 039° 4.1 NM to Greater Kankakee.**MACOMB MUNI** (MQB) 3 N UTC-6(-5DT) N40°31.21' W90°39.14'

CHICAGO

707 B FUEL 100LL TPA-1507(800) NOTAM FILE MQB

RWY 09-27: H5101X100 (ASPH) S-18, D-21 HIRL 0.5% up W

RWY 09: VASI(V2L)-GA 3.0° TCH 25'.

RWY 27: REIL. VASI(V2L)-GA 3.0° TCH 25'.

RWY 18-36: 3719X190 (TURF) 0.3% up N

RWY 18: Tree. RWY 36: Road.

AIRPORT REMARKS: Attended 1400-2300Z+. Rwy 18-36 seasonal, Nov 1-May 1 ctc arpt manager 309-833-3324. HIRL Rwy 09-27 preset low ints, to ACTIVATE higher ints and REIL Rwy 27 and twy lghts-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (309) 837-4022.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.15 (KANKAKEE RADIO)

CHICAGO CENTER APP/DEP CON 135.6

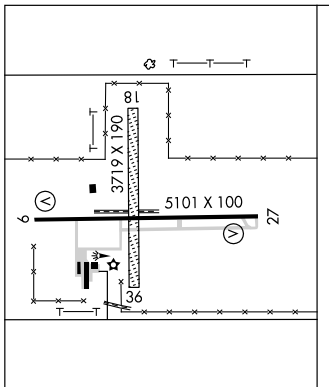
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.

BURLINGTON (L) VORTAC 111.4 BRL Chan 51 N40°43.40' W90°55.55' 129° 17.5 NM to fld. 730/5E. **HIWAS**

NDB (MHW) 251 JZY N40°31.10' W90°33.63' 270° 4.2 NM to fld. NDB unmonitored 2300-1400Z+.

ILS 110.3 I-MQB Rwy 27. Localizer only.

LOC unmonitored 2300-1400Z+.



H-5D, L-27B

IAP

MANITO MITCHELL (See Manito)

LOC I-MQB 110.3	APP CRS 269°	Rwy Idg TDZE Apt Elev	5101 688 707
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LOC RWY 27

MACOMB MUNI (MQB)

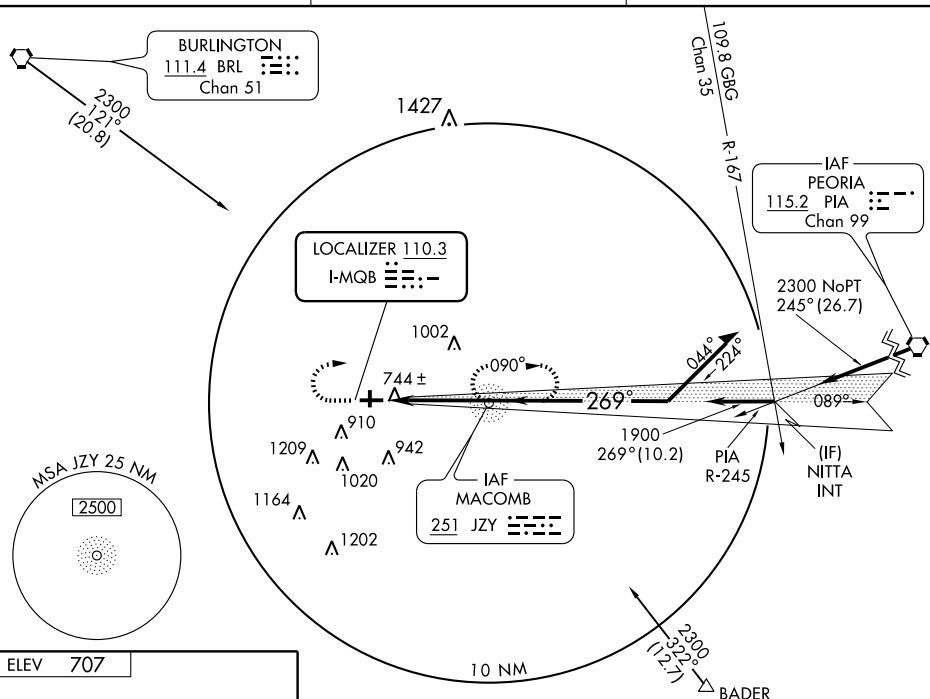
⚠ If local altimeter setting not received, use Burlington, IA altimeter setting and increase all MDA's 80 feet.
ADF REQUIRED.

MISSED APPROACH: Climb to 2300 then right turn direct JZY NDB and hold.

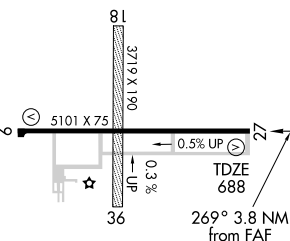
AWOS-3
119.025

CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) 0



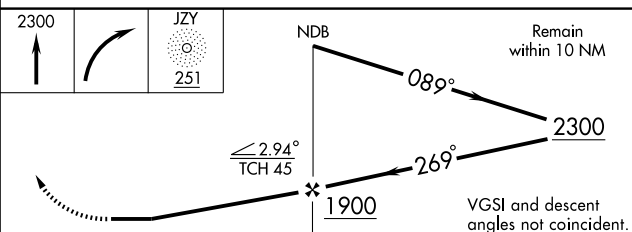
ELEV **707**



REIL Rwy 27 **0**
HIRL Rwy 9-27 **0**

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-LOC 27	1000-1 312 (300-1)			
CIRCLING	1120-1 413 (500-1)	1260-1 553 (600-1)	1260-1½ 553 (600-½)	1300-2 593 (600-2)

APP CRS	Rwy Idg	5101
089°	TDZE	707
	Apt Elev	707

RNAV (GPS) RWY 9

MACOMB MUNI (MQB)



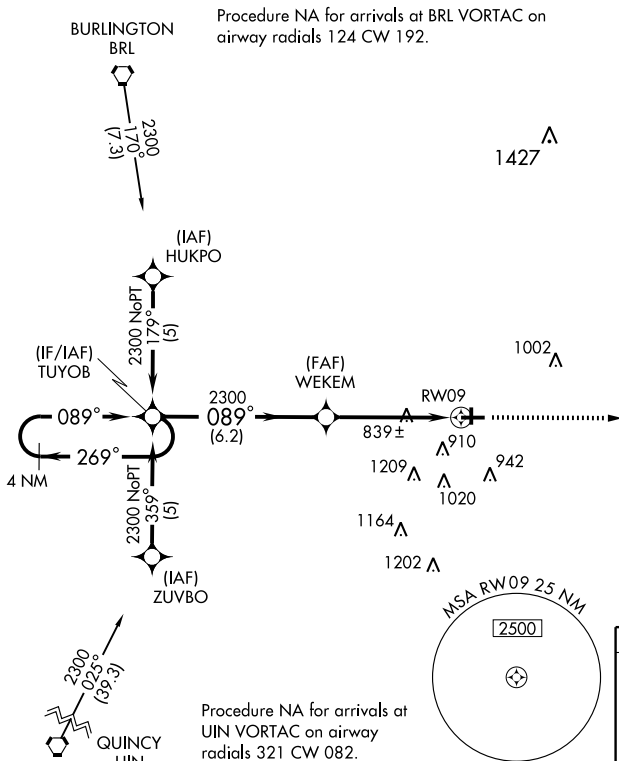
DME/DME RNP-0.3 NA. If local altimeter setting not received use Burlington, IA altimeter setting and increase all MDA's 80 feet. VDP NA with Burlington altimeter setting.

MISSED APPROACH: Climb to 2300 direct WULIN and hold.

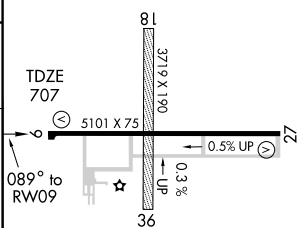
AWOS-3
119.025

CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) 0



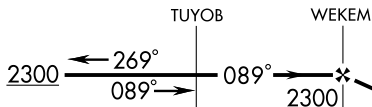
ELEV 707



4 NM
Holding Pattern

2300

WULIN



VGSI and descent angles not coincident.

1.2 NM
to RW09

3.04°

TCH 40

CATEGORY	A	B	C	D
LNNAV MDA	1100-1 393 (400-1)			1100-1¼ 393 (400-1¼)
CIRCLING	1120-1 413 (500-1)	1260-1 553 (600-1)	1260-1½ 553 (600-1½)	1300-2 593 (600-2)

REIL Rwy 27 0
HIRL Rwy 9-27 0

APP CRS	Rwy Idg	5101
269°	TDZE	688
	Apt Elev	707

RNAV (GPS) RWY 27

MACOMB MUNI (MQB)

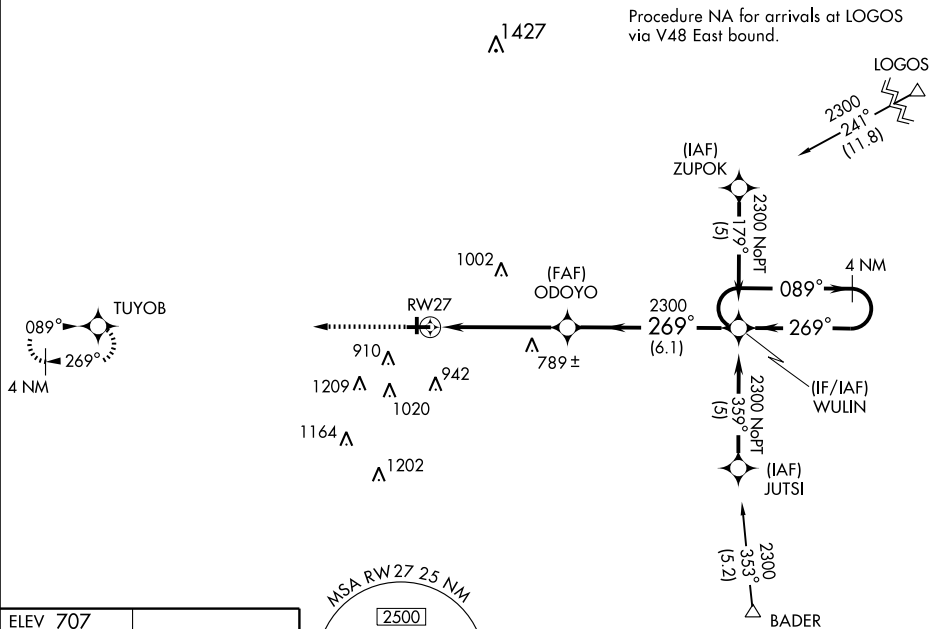
V DME/DME RNP-0.3 NA. If local altimeter setting not received use Burlington, IA altimeter setting and increase all MDA's 80 feet.
A VDP NA with Burlington altimeter setting.

MISSED APPROACH: Climb to 2300
direct TUYOB and hold.

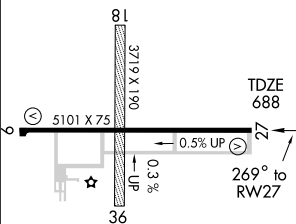
AWOS-3
119.025

CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) 0



ELEV 707



REIL Rwy 27 **0**
HIRL Rwy 9-27 **0**

CATEGORY	A		B		C		D	
	1120-1		1260-1		1260-1½		1300-2	
LNAV MDA	1040-1		352 (400-1)		1040-1¼		352 (400-1¼)	
CIRCLING	413 (500-1)		553 (600-1)		553 (600-1½)		593 (600-2)	

VORTAC BRL <u>111.4</u> Chgn 51	APP CRS 129°	Rwy Idg TDZE Apt Elev	N/A N/A 707
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VOR/DME-A
MACOMB MUNI (MQB)

**T
A** When local altimeter setting not received, use Burlington, IA altimeter setting and increase all MDA 80 feet and Circling Cat C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct BRL VORTAC and hold.

AWOS-3
119.025

CHICAGO CENTER
135.6 316.1

UNICOM
122.8 (CTAF) **L**

NoPT for arrivals at Burlington (BRL)
VORTAC on airway radials 192 CW 061.

IF/IAF
BURLINGTON
111.4 BRL
Chan 51

MSA BRL 25 NM

3100

ELEV	707
------	-----

129° 5.2 NM
from FAF

One Minute Holding Pattern

VORTAC

BARRA
BRL 12

1500
↑

2300

BRL
111.4

2300

→ 309

--	--

 129°

MADY

CATEGORY

A

--	--

C

CIRCLING

1280-

573 (6

1)

1280-

13

REIL Rwy 27 **L**
HIRL Rwy 9-27 **L**

MACOMB MUNI (MQB)
VOR/DME-A

MACOMB, ILLINOIS
Amdt 8B 11MAR10

40°31'N-90°39'W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

MANITO

MANITO MITCHELL (C45) 3 N UTC-6(-5DT) N40°29.36' W89°46.69'

CHICAGO

501 TPA-1301(800) NOTAM FILE IKK

L-27C

Rwy 04-22: H2784X40 (ASPH) LIRL (NSTD)

IAP

Rwy 04: Thld dspcd 175'. Tree.

Rwy 22: Thld dspcd 448'. Pole.

Rwy 18-36: 2188X40 (ASPH-TURF)

Rwy 18: Thld dspcd 700'. Tree.

Rwy 36: Thld dspcd 80'. Tree.

AIRPORT REMARKS: Attended irregularly. Rwy 18-36 grass growing thru cracks in blacktop. Rwy 18-36 has 895' X 40' asph strip superimposed on N end. For NSTD LIRL Rwy 04-22 call 309-545-2281 after dark or emergency. Rwy 04-22 NSTD LIRL between dspcd thlds; fixture spacing and lgt ints varies. All dspcd thlds marked with white tires. Acft taking off on Rwy 36 cannot see AER 22 when crops grow high.

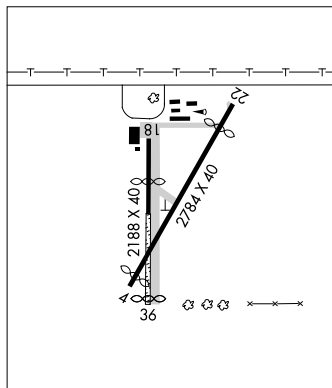
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PEORIA APP/DEP CON** 124.675

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 173° 11.5 NM to fld. 730/4E.



MARION N37°45.26' W89°00.70' NOTAM FILE MWA.

ST LOUIS

(L) **VOR/DME** 110.4 MWA Chan 41 at Williamson Co Rgnl. 468/4E

H-5E, L-16H

DME unusable 030°-140° byd 20 NM blo 3500'.

RCO 122.1R 110.4T (ST LOUIS RADIO).

MARION

WILLIAMSON CO RGNL (MWA) 4 W UTC-6(-5DT) N37°45.30' W89°00.67'

ST LOUIS

472 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE MWA

H-5E, L-16H

Rwy 02-20: H8002X150 (ASPH-PFC) S-80, D-95, 2S-121, 2D-140 HIRL

IAP, AD

Rwy 02: REIL. VASI(V4L)-GA 3.5° TCH 34'. Trees.

Rwy 20: MALSR. Tree.

Rwy 11-29: H4997X100 (ASPH-CONC-GRVD) S-45, D-55,

2D-100 MIRL 0.3% up SE

Rwy 11: REIL. PAPI(P4L)-GA 3.0° TCH 25'. Tree.

Rwy 29: REIL. PAPI(P4L)-GA 3.0° TCH 25'. Sign.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
Rwy 20	11-29	6650
Rwy 29	02-20	4650

AIRPORT REMARKS: Attended continuously. Acft svc hrs 1230-0400Z†, other hrs call 618-993-2764. Migratory waterfowl and deer on and in/ov arpt. First 1200' of Rwy 29 CONC GRVD. 72 hr PPR for air carrier ops with more than 30 passenger seats call arpt manager 618-993-3353. HIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 20, MIRL Rwy 11-29, PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29, and VASI Rwy 02-CTAF. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

WEATHER DATA SOURCES: AWOS-3 119.675 (618) 942-8877. SAWRS.

COMMUNICATIONS: CTAF 126.9 UNICOM 122.95

MARION RCO 122.1R 110.4T (ST LOUIS RADIO)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.3 **CLNC DEL** 125.3 (during hrs when twr clsd.)

MARION TOWER 126.9 (1300-0100Z†) **GND CON** 121.7

AIRSPACE: CLASS D svc 1300-0100Z† other times CLASS E.

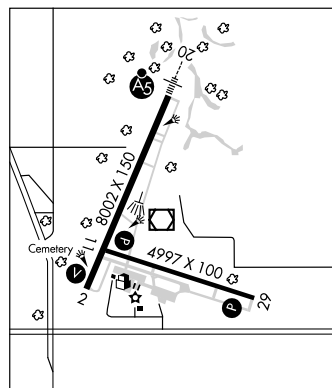
RADIO AIDS TO NAVIGATION: NOTAM FILE MWA.

MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26' W89°00.70' at fld. 468/4E.

JONNY NDB (LOM) 382 MW N37°50.35' W88°58.25' 200° 5.4 NM to fld.

ILS 109.3 I-MWA Rwy 20. Class IA. LOM **JONNY NDB**. MM OTS indef.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 Not avbl at twr. SAWRS available on req, call (618) 993-3921.



MARSHALL CO (See LACON)

VORTAC PIA <u>115.2</u> Chan 99	APP CRS 173°	Rwy Idg TDZE Apt Elev	N/A N/A 501
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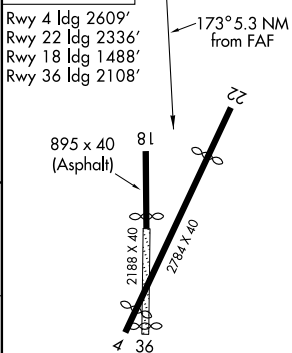
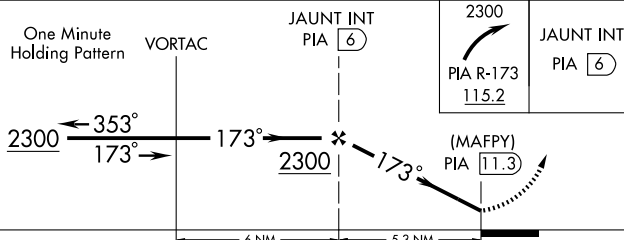
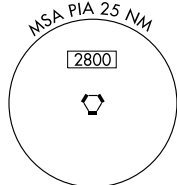
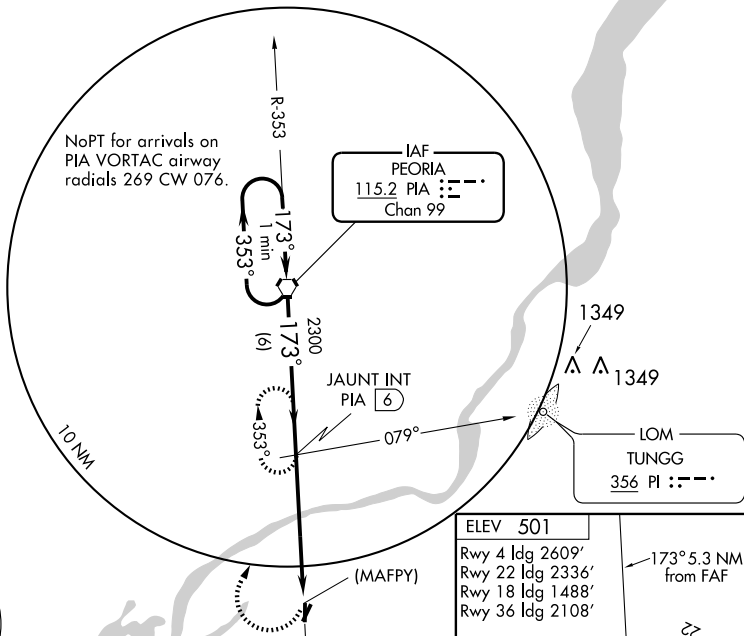
VOR or GPS-A
MANITO MITCHELL (C45)

T Use Peoria altimeter setting. DME or ADF REQUIRED.
A NA CAUTION: 550' pole lines 100 feet from Rwy 22 threshold.
 Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing right turn to 2300 via PIA R-173 to JAUNT Int 6 DME and hold.

PEORIA APP CON
124.675 269.2

UNICOM
122.8 (CTAF)



Rwy 4-22 Rwy lights only between displaced thresholds, 2281'.

CATEGORY	FAF to MAP 5.3 NM		C	D	FAF to MAP 5.3 NM					
	A	B			Knots	60	90	120	150	180
CIRCLING	1040-1	530 (600-1)	1040-1½ 530 (600-1½)	NA	Min:Sec	5:18	3:32	2:39	2:07	1:46

AIRPORT DIAGRAM

AL-5215 (FAA)

MARION / WILLIAMSON COUNTY RGNL (MWA)

MARION, ILLINOIS

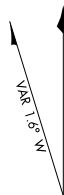
AWOS-3
119.675
MARION TOWER ★
126.9
GND CON
121.7
CLNC DEL
125.3 (When Tower Closed)

37°46'N

571 ±
AELEV
465 02

204.3°

8002 X 150



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

RWY 02-20

S-80, D-95, 2S-121, 2D-140

RWY 11-29

S-45, D-55, 2D-100

ELEV
454

LAHSO

0.3% UP

109.2°

FIELD
ELEV
472

4997 X 100

289.2°

ELEV
467FIRE
STATIONELEV
453TWR
542

FBO

TERMINAL

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

89°01'W

89°00'W

AIRPORT DIAGRAM

MARION, ILLINOIS

MARION / WILLIAMSON COUNTY RGNL (MWA)

MANITO

MANITO MITCHELL (C45) 3 N UTC-6(-5DT) N40°29.36' W89°46.69'

CHICAGO

501 TPA-1301(800) NOTAM FILE IKK

L-27C

Rwy 04-22: H2784X40 (ASPH) LIRL (NSTD)

IAP

Rwy 04: Thld dspcd 175'. Tree.

Rwy 22: Thld dspcd 448'. Pole.

Rwy 18-36: 2188X40 (ASPH-TURF)

Rwy 18: Thld dspcd 700'. Tree.

Rwy 36: Thld dspcd 80'. Tree.

AIRPORT REMARKS: Attended irregularly. Rwy 18-36 grass growing thru cracks in blacktop. Rwy 18-36 has 895' X 40' asph strip superimposed on N end. For NSTD LIRL Rwy 04-22 call 309-545-2281 after dark or emergency. Rwy 04-22 NSTD LIRL between dspcd thlds; fixture spacing and lgt ints varies. All dspcd thlds marked with white tires. Acft taking off on Rwy 36 cannot see AER 22 when crops grow high.

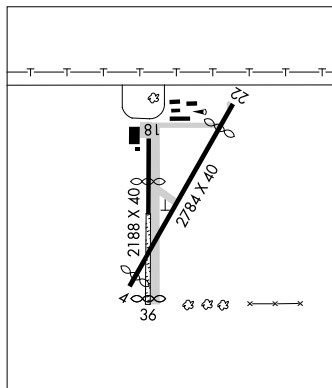
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PEORIA APP/DEP CON** 124.675

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 173° 11.5 NM to fld. 730/4E.



MARION N37°45.26' W89°00.70' NOTAM FILE MWA.

ST LOUIS

(L) **VOR/DME** 110.4 MWA Chan 41 at Williamson Co Rgnl. 468/4E

H-5E, L-16H

DME unusable 030°-140° byd 20 NM blo 3500'.

RCO 122.1R 110.4T (ST LOUIS RADIO).

MARION

WILLIAMSON CO RGNL (MWA) 4 W UTC-6(-5DT) N37°45.30' W89°00.67'

ST LOUIS

472 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE MWA

H-5E, L-16H

Rwy 02-20: H8002X150 (ASPH-PFC) S-80, D-95, 2S-121, 2D-140 HIRL

IAP, AD

Rwy 02: REIL. VASI(V4L)-GA 3.5° TCH 34'. Trees.

Rwy 20: MALSR. Tree.

Rwy 11-29: H4997X100 (ASPH-CONC-GRVD) S-45, D-55,

2D-100 MIRL 0.3% up SE

Rwy 11: REIL. PAPI(P4L)-GA 3.0° TCH 25'. Tree.

Rwy 29: REIL. PAPI(P4L)-GA 3.0° TCH 25'. Sign.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
Rwy 20	11-29	6650
Rwy 29	02-20	4650

AIRPORT REMARKS: Attended continuously. Acft svc hrs 1230-0400Z†, other hrs call 618-993-2764. Migratory waterfowl and deer on and in/ov arpt. First 1200' of Rwy 29 CONC GRVD. 72 hr PPR for air carrier ops with more than 30 passenger seats call arpt manager 618-993-3353. HIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE MALSR Rwy 20, MIRL Rwy 11-29, PAPI Rwy 11 and Rwy 29 and REIL Rwy 11 and Rwy 29, and VASI Rwy 02-CTAF. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

WEATHER DATA SOURCES: AWOS-3 119.675 (618) 942-8877. SAWRS.

COMMUNICATIONS: CTAF 126.9 UNICOM 122.95

MARION RCO 122.1R 110.4T (ST LOUIS RADIO)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.3 **CLNC DEL** 125.3 (during hrs when twr clsd.)

MARION TOWER 126.9 (1300-0100Z†) **GND CON** 121.7

AIRSPACE: CLASS D svc 1300-0100Z† other times CLASS E.

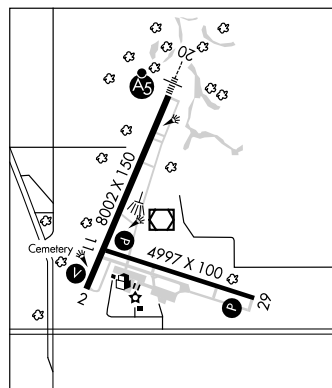
RADIO AIDS TO NAVIGATION: NOTAM FILE MWA.

MARION (L) VOR/DME 110.4 MWA Chan 41 N37°45.26' W89°00.70' at fld. 468/4E.

JONNY NDB (LOM) 382 MW N37°50.35' W88°58.25' 200° 5.4 NM to fld.

ILS 109.3 I-MWA Rwy 20. Class IA. LOM **JONNY NDB**. MM OTS indef.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 Not avbl at twr. SAWRS available on req, call (618) 993-3921.



MARSHALL CO (See LACON)

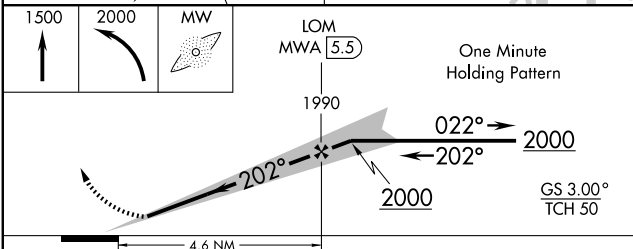
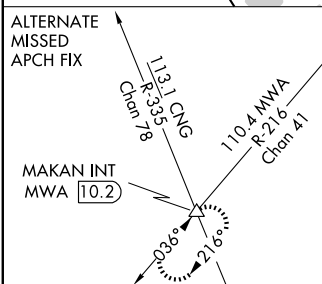
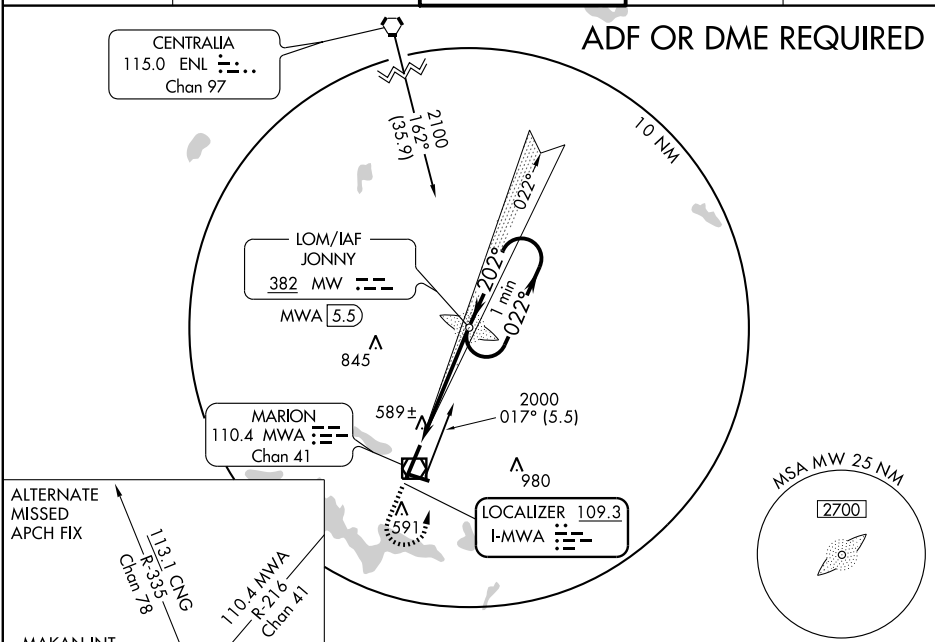
LOC I-MWA 109.3	APP CRS 202°	Rwy Idg TDZE Apt Elev	8002 468 472
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ILS or LOC RWY 20

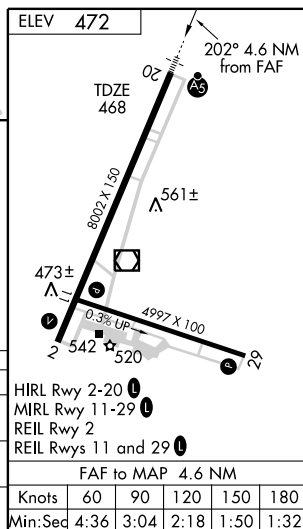
MARION/ WILLIAMSON COUNTY RGNL (MWA)

<p>▼ If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all DA/MDAs 40 feet.</p> <p>▲ ADF REQUIRED.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct JONNY LOM and hold.</p>
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AWOS-3 119.675	KANSAS CITY CENTER 125.3 269.5	MARION TOWER ★ 126.9 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 20		668-½	200 (200-½)	
S-LOC 20		840-½	372 (400-½)	840-¾ 372 (400-¾)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)



LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

LOM MW 382	APP CRS 201°	Rwy Idg TDZE 468 Apt Elev 472
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NDB RWY 20

MARION/WILLIAMSON COUNTY RGNL (MWA)

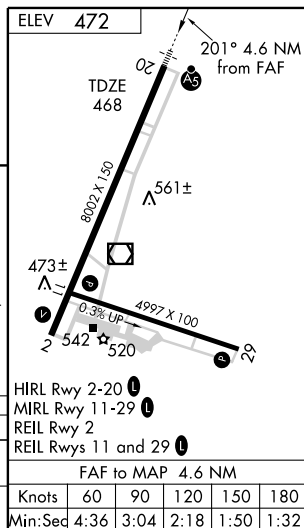
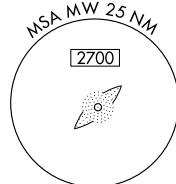
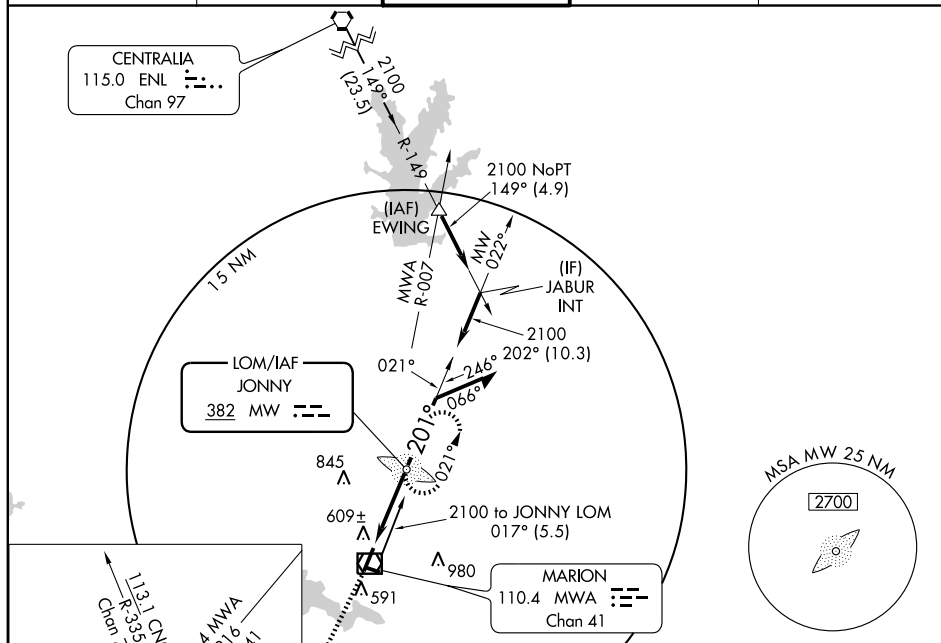
▼ If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.

MALSR



MISSED APPROACH: Climb to 2100 then left turn direct MW LOM and hold.

AWOS-3 119.675	KANSAS CITY CENTER 125.3 269.5	MARION TOWER ★ 126.9 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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MARION, ILLINOIS
Amdt 10 10210

MARION/ WILLIAMSON COUNTY RGNL (MWA)

37°45'N - 89°01'W

NDB RWY 20

APP CRS	Rwy Idg	8002
022°	TDZE	467
	Apt Elev	472

RNAV (GPS) RWY 2

MARION/WILLIAMSON COUNTY RGNL (MWA)

▼ If local altimeter setting not received, use Carbondale-Murphorsboro altimeter setting and increase all MDAs 40 feet.
 ▲ Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct YOSUP and hold.

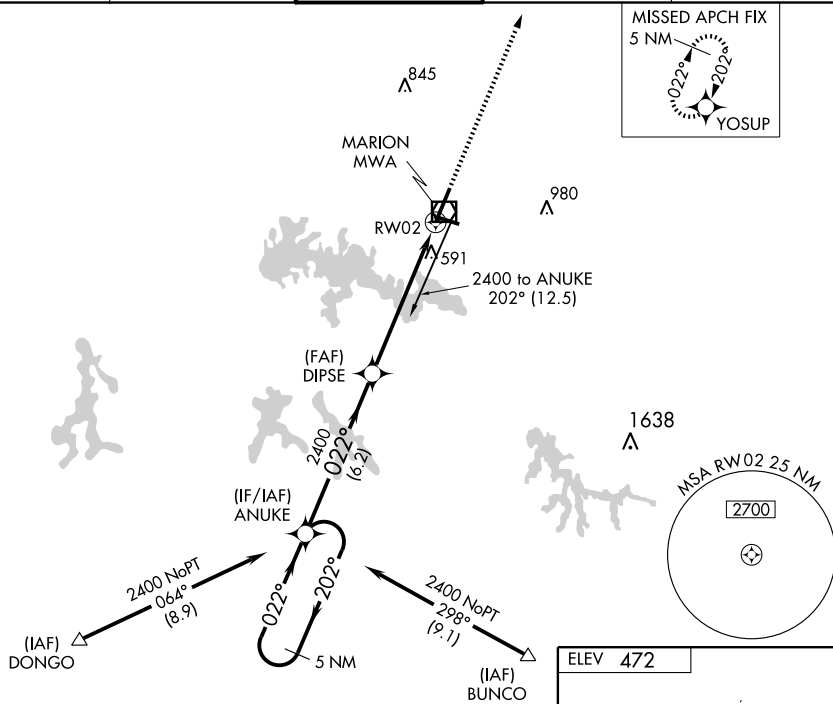
AWOS-3
119.675

KANSAS CITY CENTER
125.3 269.5

MARION TOWER ★
126.9 (CTAF) 0

GND CON
121.7

UNICOM
122.95



ELEV 472

5 NM
Holding Pattern

2400

YOSUP

ANUKE

DIPSE

2400 ← 202° → 022° → 2400

VGSI and descent angles not coincident.

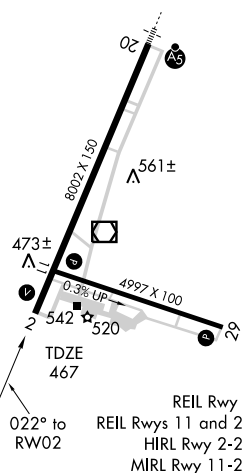
RW02

3.05°
TCH 45

6.2 NM

5.9 NM

CATEGORY	A	B	C	D
RNAV MDA	860-1 393 (400-1)			860-1¼ 393 (400-1¼)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-1½)	1040-2 568 (600-2)



WAAS CH 57904 W20A	APP CRS 202°	Rwy Idg TDZE 468 Apt Elev 472
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RNAV (GPS) RWY 20

MARION/WILLIAMSON COUNTY RGNL (MWA)

⚠ Baro-VNAV NA when using Carbondale-Murphysboro altimeter setting. If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all DAs 36 feet and all MDAs 40 feet. For inoperative MALSR increase LNAV Cat D visibility to 1¼. VDP NA when using Carbondale-Murphysboro altimeter setting. DME/DME RNP-0.3 NA.



MISSED APPROACH:
Climb to 2400 direct ANUKE and hold.

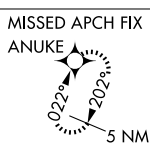
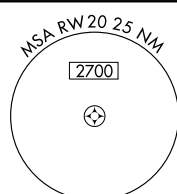
AWOS-3
119.675

KANSAS CITY CENTER
125.3 269.5

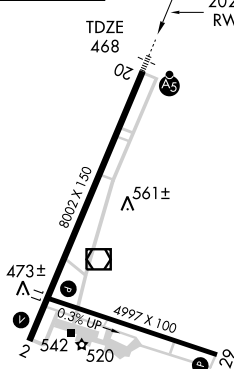
MARION TOWER ★
126.9 (CTAF) 0

GND CON
121.7

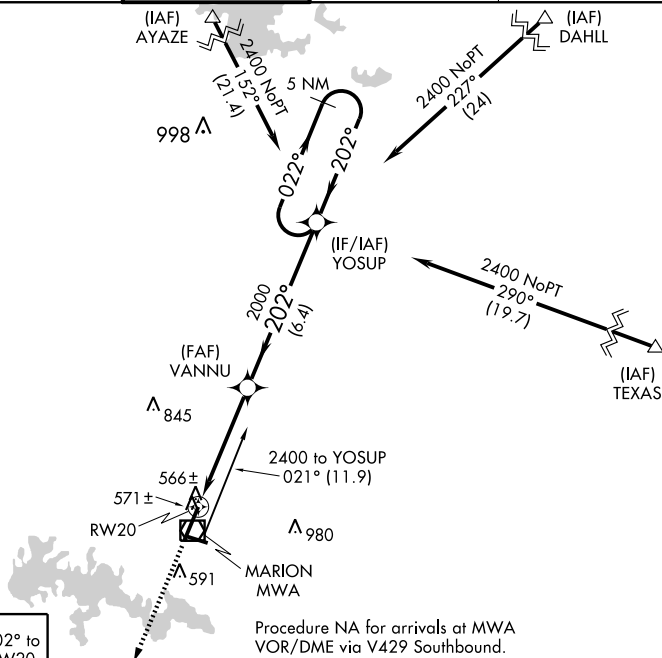
UNICOM
122.95



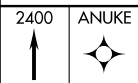
ELEV 472



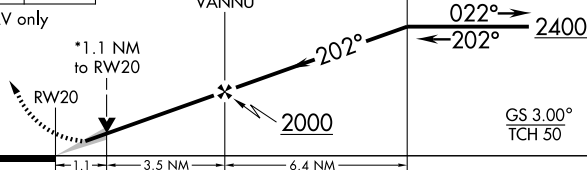
REIL Rwy 2
REIL Rws 11 and 29
HIRL Rwy 2-20
MIRL Rwy 11-29



Procedure NA for arrivals at MWA
VOR/DME via V429 Southbound.



*LNAV only



CATEGORY	A	B	C	D
LPV DA	718-½ 250 (300-½)			
LNAV/VNAV DA	851-¾ 383 (400-¾)			
LNAV MDA	860-½ 392 (400-½)			860-1 392 (400-1)
CIRCLING	920-1 448 (500-1)	940-1 468 (500-1)	940-1½ 468 (500-½)	1040-2 568 (600-2)

VOR/DME MWA
110.4
Chan **41**

APP CRS
027°

Rwy Idg
TDZE **467**
Apt Elev **472**

VOR RWY 2

MARION/ WILLIAMSON COUNTY RGNL (MWA)

▼ If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet.

▲ Visibility reduction by helicopters NA. ADF or DME Required.

MISSED APPROACH: Climb to 2400 then right turn direct MWA VOR/DME and hold.

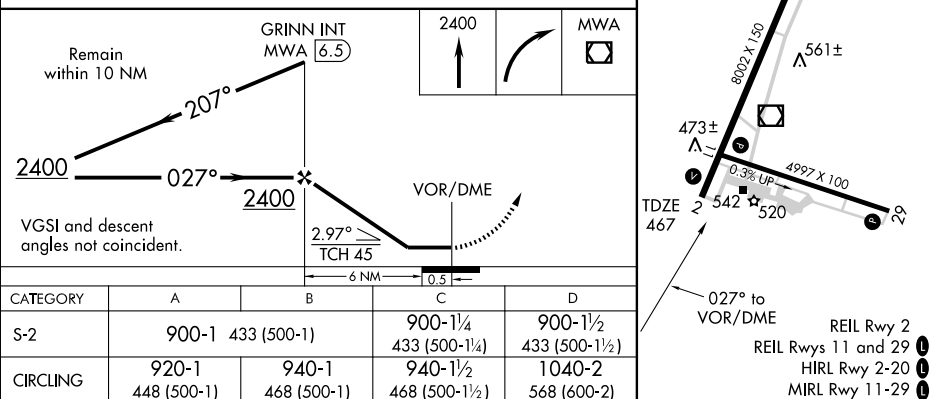
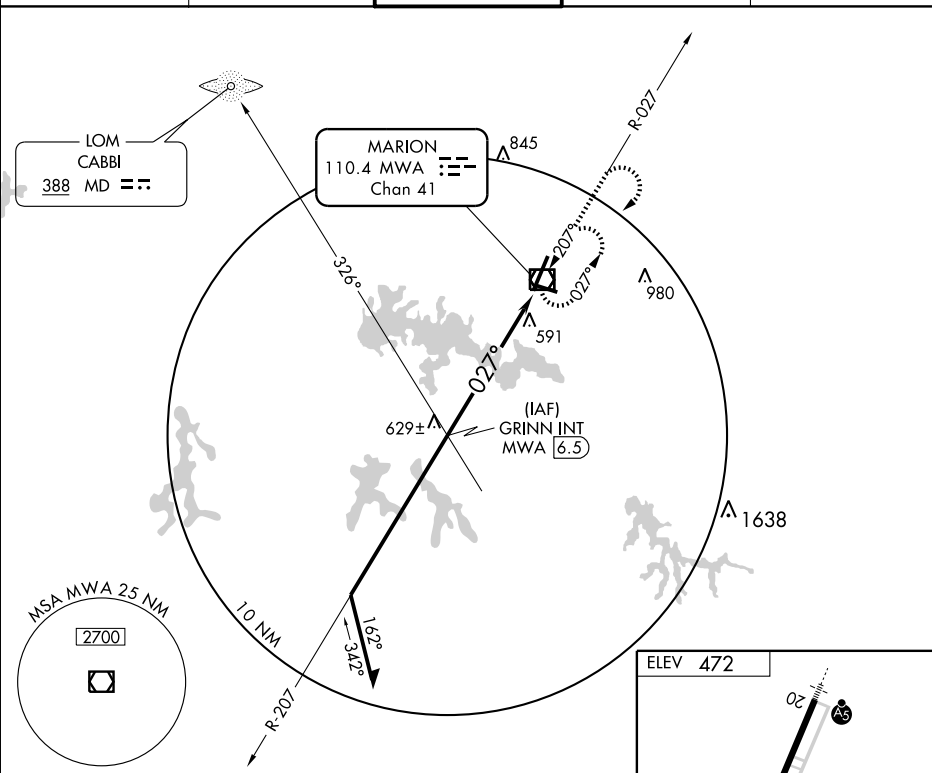
AWOS-3
119.675

KANSAS CITY CENTER
125.3 269.5

MARION TOWER ★
126.9 (CTAF) **0**

GND CON
121.7

UNICOM
122.95



VOR/DME MWA 110.4 Chgn 41	APP CRS 190°	Rwy Idg 8002 TDZE 468 Apt Elev 472
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VOR RWY 20

MARION/ WILLIAMSON COUNTY RGNL (MWA)

▼ If local altimeter setting not received, use Carbondale-Murphysboro altimeter setting and increase all MDAs 40 feet. VDP NA when using Carbondale-Murphysboro altimeter setting. **▲** TORRE Fix Minimums: For inoperative MALS increase S-20 Cat D visibility to 1/4.

MALSR



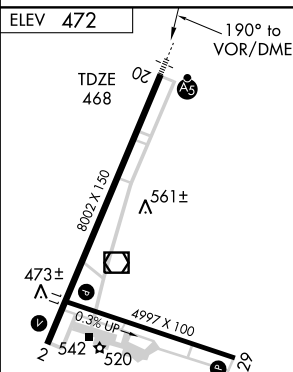
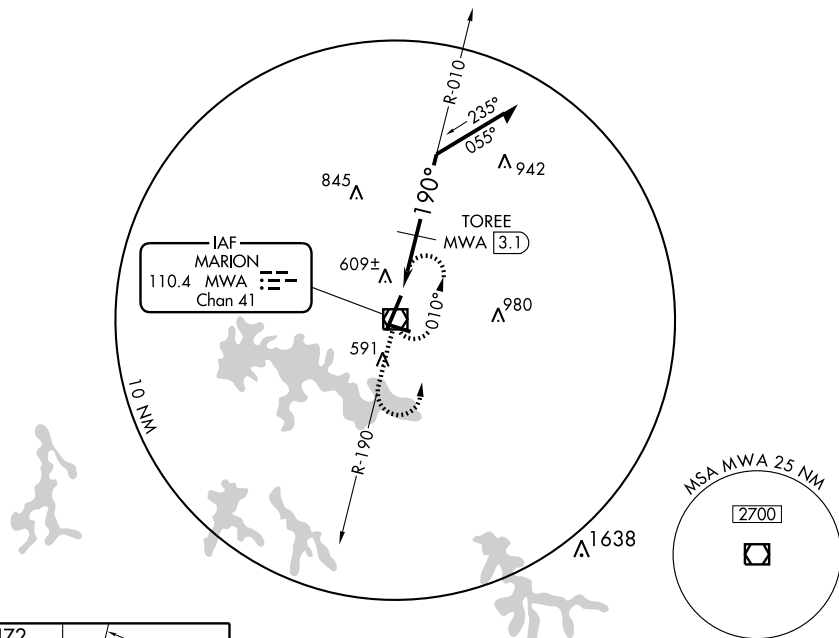
MISSED APPROACH: Climb to 2400 then left turn direct MWA VOR/DME and hold.

AWOS-3
119.675

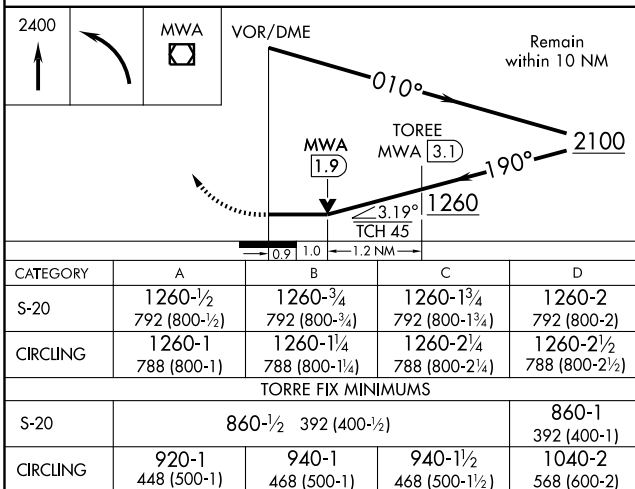
KANSAS CITY CENTER
125.3 269.5

MARION TOWER ★
126.9 (CTAF) L

GND CON
121.7

UNICOM
122.95

HIRL Rwy 2-20 **L**
MIRL Rwy 11-29 **L**
REIL Rwy 2
REIL Rwy 11 and 29 **L**

MARION, ILLINOIS
Amdt 17 10210

MARION/ WILLIAMSON COUNTY RGNL (MWA)

37°45'N - 89°01'W

VOR RWY 20

MATTOON N39°28.68' W88°17.16' NOTAM FILE STL.

(L) VOR/DME 109.4 MTO Chan 31 at Coles Co Mem. 720/3E. ASOS.

DME unusable 100°-260° byd 30 NM blo 3500'.

RCO 123.6R 109.4T (ST LOUIS RADIO)

ST LOUIS

L-27C

MATTOON/CHARLESTON

COLES CO MEM (MTO) 4 E UTC-6(-5DT) N39°28.68' W88°16.76'

722 B S4 FUEL 100LL, JET A Class IV, ARFF Index A NOTAM FILE MTO

Rwy 11-29: H6501X150 (CONC-GRVD) S-100, D-180, 2S-175, 2D-280 HIRL

Rwy 11: REIL. Rgt tfc. Rwy 29: MALSR. Tree.

Rwy 06-24: H5799X100 (ASPH-GRVD) S-50, D-70, 2S-89,
2D-117 MIRL

Rwy 06: REIL. VASI(V4L)—GA 3.0° TCH 41'. Tree. Rgt tfc.

Rwy 24: REIL. VASI(V4L)—GA 3.0° TCH 46'.

Rwy 18-36: 1080X250 (TURF)

Rwy 18: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

Rwy 06: TORA-5799 TODA-5799 ASDA-5799 LDA-5799

Rwy 11: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

Rwy 18: TORA-1080 TODA-1080 ASDA-1080 LDA-1080

Rwy 24: TORA-5799 TODA-5799 ASDA-5799 LDA-5799

Rwy 29: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

Rwy 36: TORA-1080 TODA-1080 ASDA-1080 LDA-1080

AIRPORT REMARKS: Attended Apr-Sep 1130Z±-dusk, Oct-Mar

1230-0000Z±. Deer and birds on and in/ov arpt. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 217-234-7120. Rwy 18-36 not avbl for air

carrier ops with more than 30 passenger seats. Rwy 18 marked

with corner stone markers, length and width. HIRL Rwy 11-29 ints preset, to increase ints and ACTIVATE MALSR

Rwy 29, MIRL Rwy 06-24, REILS Rwy 06, 11 and 24—CTAF.

WEATHER DATA SOURCES: ASOS 109.4 MTO (217) 234-8442.

COMMUNICATIONS: CTAF/UNICOM 122.7

MATTOON RCO 123.6R 109.4T (ST LOUIS RADIO)

Ⓡ CHAMPAIGN APP/DEP CON 132.85 (1200-0500Z±)

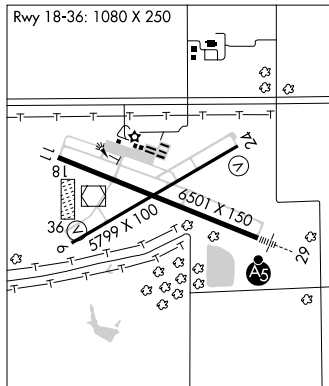
CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MATTOON (L) VOR/DME 109.4 MTO Chan 31 N39°28.68' W88°17.16' at fld. 720/3E. ASOS.

ZEBRE NDB (MHW/LOM) 347 MT N39°26.55' W88°10.41' 293° 5.4 NM to fld.

ILS 111.1 I-MTO Rwy 29. LOM ZEBRE NDB. LOM unusable byd 15 NM.



ST LOUIS

H-5E, L-27C

IAP

MENDOTA

GRANDPAS' FARM MENDOTA (ØC7) 2 SW UTC-6(-5DT) N41°31.32' W89°07.96'

CHICAGO

727 TPA-1527(800) NOTAM FILE IKK

Rwy 18-36: 3980X200 (TURF) LIRL (NSTD)

Rwy 18: Thld dsplcd 300'. Road. Rwy 36: Thld dsplcd 80'. Fence.

AIRPORT REMARKS: Attended irregularly. Rwy 18-36 call first for rwy conditions 815-866-9939/815-539-6359. Rwy

18-36 dsplcd thld is 1' high blue barrel halves. ACTIVATE NSTD LIRL Rwy 18-36—CTAF 122.9. Rwy 18-36

NSTD LIRL; fixture spacing and lgt ints varies; non-FAA approved L-800 series.

COMMUNICATIONS: CTAF 122.9

MERCER CO

(See ALEDO)

LOC I-MTO 111.1	APP CRS 293°	Rwy Idg TDZE Apt Elev	6501 718 722
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ILS or LOC RWY 29

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

When local alimeter setting not received, use Champaign/Urbana alimeter setting and increase DA 82 feet, and all MDA 100 feet, increase S-LOC 29 Cat C and D visibility $\frac{1}{4}$ mile. For inoperative MALSR when using Champaign/Urbana alimeter setting increase S-ILS 29 visibility $\frac{1}{2}$ mile. ADF or DME Required.

MALSR

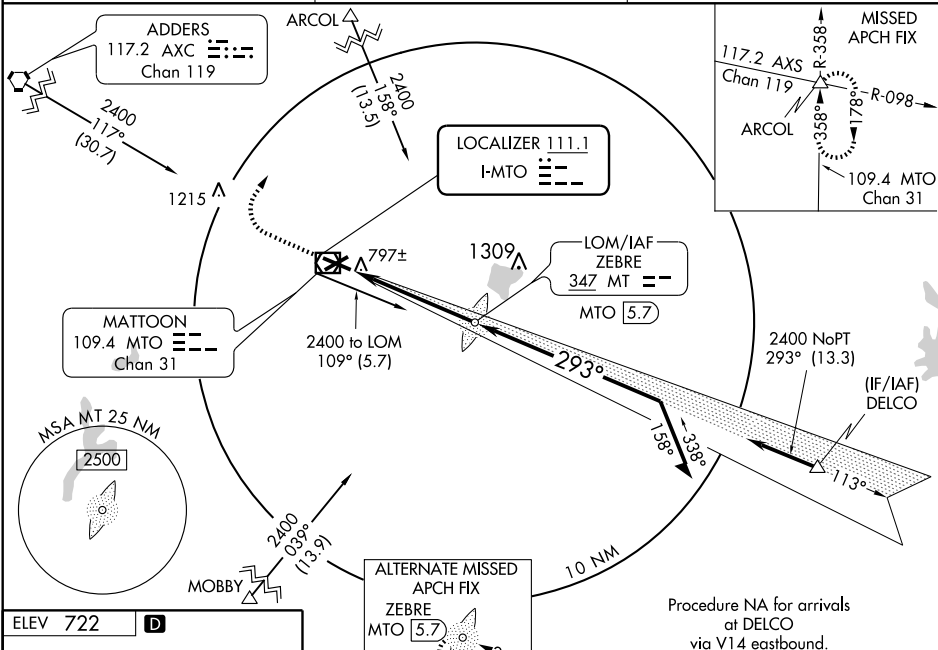


MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 via MTO R-358 to ARCOL Int and hold, or as directed by ATC.

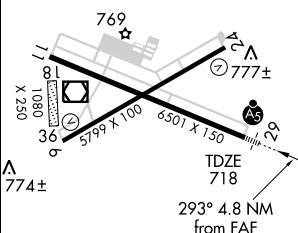
ASOS
109.4

CHAMPAIGN APP CON★
132.85 291.0

UNICOM
122.7 (CTAF)



ELEV 722 **D**



MIRL Rwy 6-24
HIRL Rwy 11-29
REIL Rws 6, 11, and 24

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

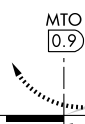
MATTOON-CHARLESTON, ILLINOIS

Amdt 6B 23SEP10

1200	2500	ARCOL △ R-358
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ZEBRE LOM
MTO 5.7

Remain
within 10 NM



CATEGORY	A	B	C	D
S-ILS 29	918- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 29	1060- $\frac{1}{2}$ 342 (400- $\frac{1}{2}$)			1060- $\frac{3}{4}$ 342 (400- $\frac{3}{4}$)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1 $\frac{1}{2}$ 458 (500-1 $\frac{1}{2}$)	1280-2 558 (600-2)

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

39°29'N - 88°17'W

ILS or LOC RWY 29

LOM MT 347	APP CRS 293°	Rwy Idg TDZE Apt Elev	6501 718 722
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NDB RWY 29

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, increase S-29 Cat C visibility ¼ mile and increase S-29 Cat D visibility ½ mile.



MISSED APPROACH:
Climbing left turn to 2400
direct ZEBRE LOM and hold.

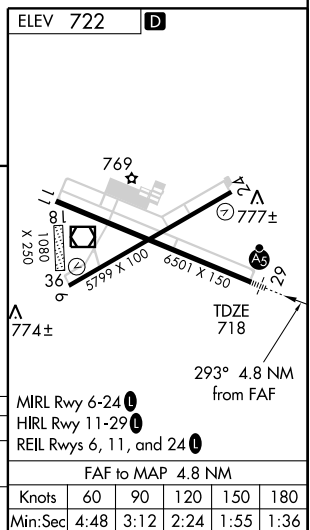
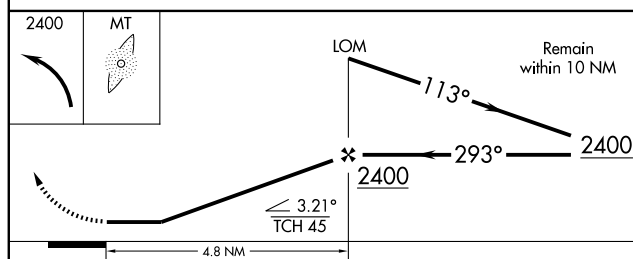
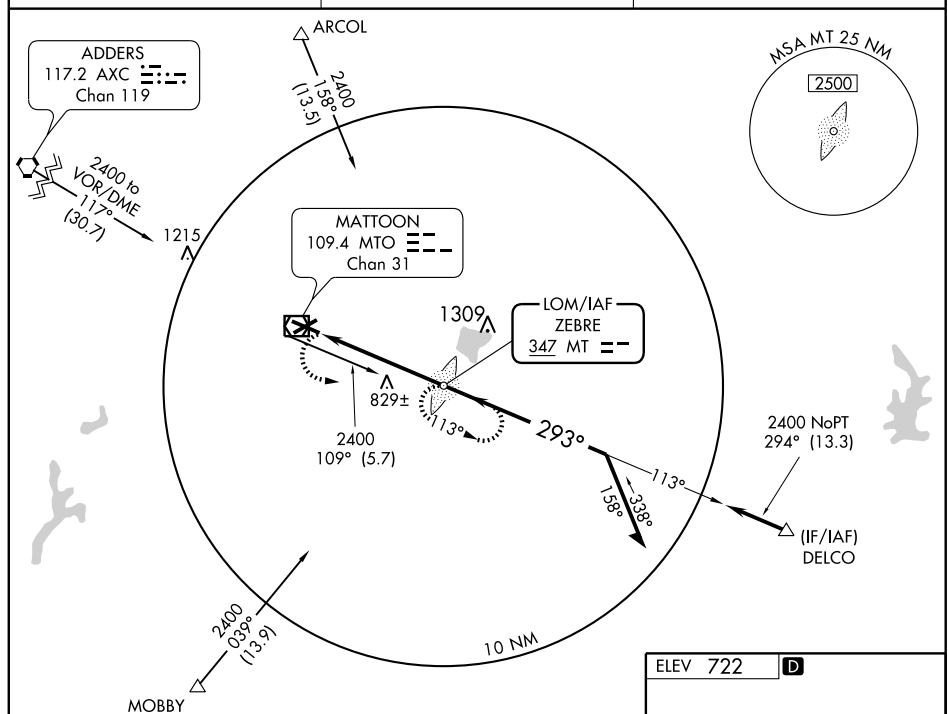
ASOS

109.4

CHAMPAIGN APP CON ★

132.85 291.0

UNICOM

122.7 (CTAF)

MATTOON-CHARLESTON, ILLINOIS

Amdt 5A 23SEP10

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

39°29'N - 88°17'W

NDB RWY 29

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

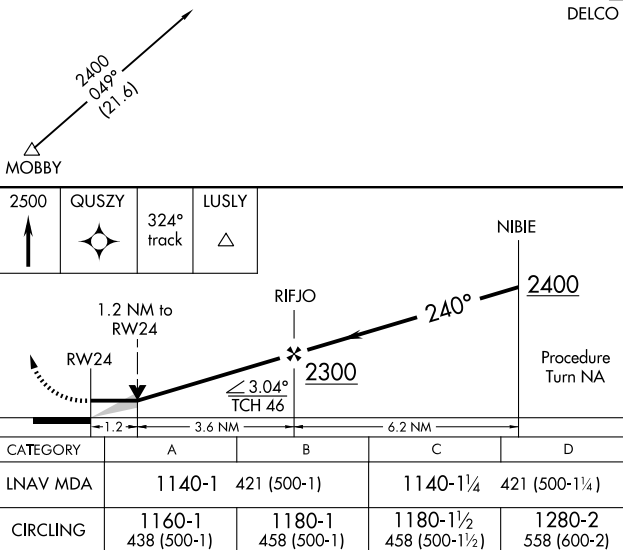
MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

MISSED APPROACH: Climb to 2500 direct QUSZY and via track 324° to LUSLY and hold.

UNICOM
122.7 (CTAF) **L**



D

REIL Rwys 6, 11, and 24 **L**

RNAV (GPS) RWY 24

WAAS CH 93510 W29A	APP CRS 293°	Rwy Idg TDZE 718 Apt Elev 722	6501 718 722
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RNAV (GPS) RWY 29

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Champaign/Urbana altimeter setting. For inoperative MALSR, increase LNAV/VNAV, and LNAV visibility Cat. D ½ mile. When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all DA 82 feet, increase all MDA 100 feet, increase LPV, LNAV/VNAV, and LNAV visibility 1 mile. Inoperative table does not apply when using Champaign/Urbana altimeter setting.

MALSR



MISSED APPROACH:
Climb to 2600 direct ZIMEN and via 021° track to ARCOL and hold.

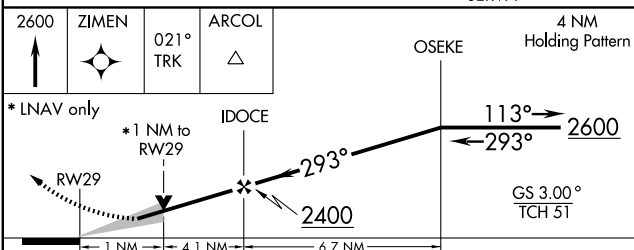
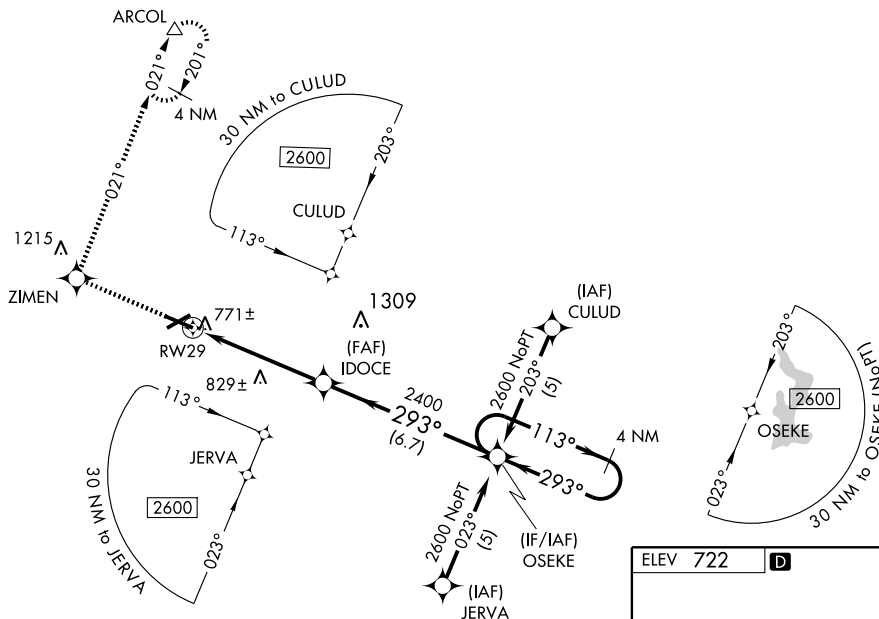
ASOS

109.4

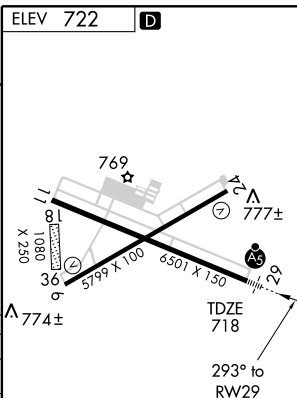
CHAMPAIGN APP CON★

132.85 291.0

UNICOM

122.7 (CTAF) 0

CATEGORY	A	B	C	D
LPV DA	971-1/2	253 (300-1/2)		
LNAV/ VNAV DA	1040-1/2	322 (400-1/2)	1040-3/4	322 (400-3/4)
LNAV MDA	1080-1/2	362 (400-1/2)	1080-1	362 (400-1)
CIRCLING	1160-1	1180-1	1180-1 1/2	1280-2
	438 (500-1)	458 (500-1)	458 (500-1 1/2)	558 (600-2)



MIRL Rwy 6-24 0

HIRL Rwy 11-29 0

REIL Rwy 6, 11, and 24 0

MATTOON-CHARLESTON, ILLINOIS

Orig 09295

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

39°29'N - 88°17'W

RNAV (GPS) RWY 29

VOR/DME MTO
109.4
Chan 31

APP CRS
240°

Rwy Idg
TDZE
Apt Elev

5799
719
722

VOR RWY 24

MATTOON-CHARLESTON/ COLES COUNTY MEMORIAL (MTO)

When local altimeter setting not received, use Champaign/Urbana altimeter setting and increase all MDA 100 feet, and increase S-24 Cat C and D and Circling Cat C visibility $\frac{1}{4}$ mile, BEGOW FIX minimums S-24 increase Cats C and D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 2400 via MTO VOR/DME R-240 then left turn direct MTO VOR/DME and hold.

ASOS

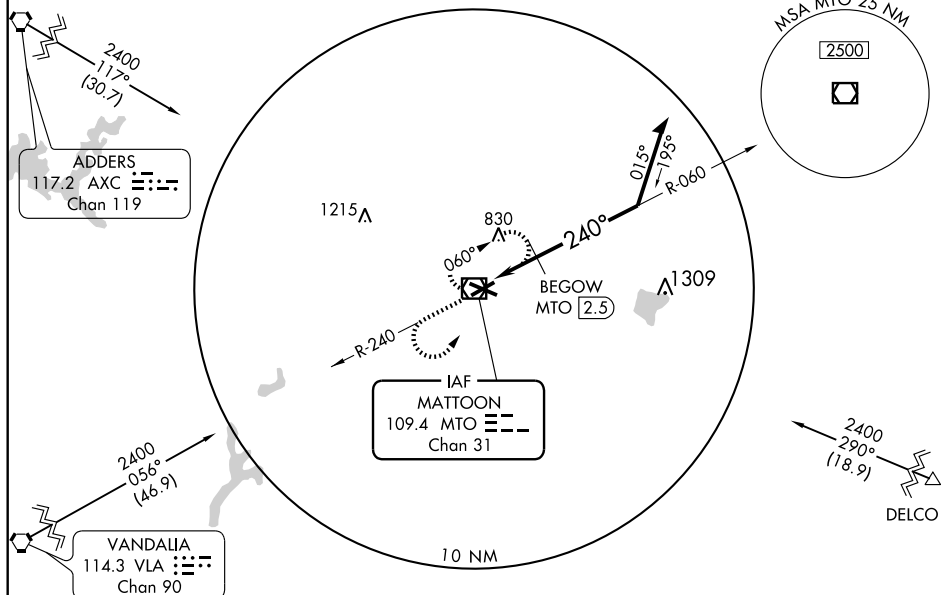
109.4

CHAMPAIGN APP CON ★

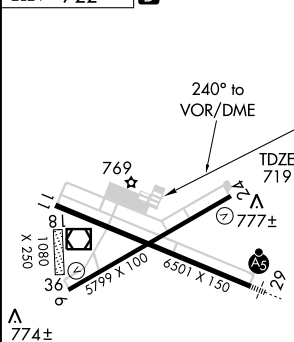
132.85 291.0

UNICOM

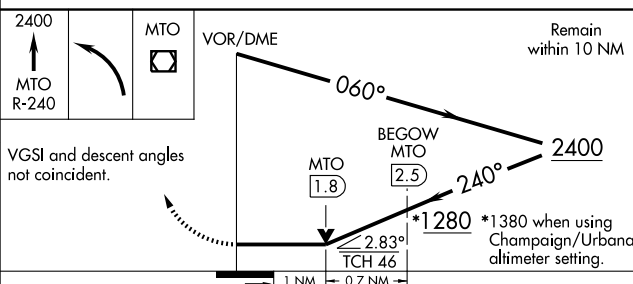
122.7 (CTAF) 0



ELEV 722 D



MIRL Rwy 6-24 0
HIRL Rwy 11-29 0
REIL Rws 6, 11, and 24 0



CATEGORY	A	B	C	D
S-24	1280-1	561 (600-1)	1280-1½ 561 (600-1½)	1280-1¾ 561 (600-1¾)
CIRCLING	1280-1	558 (600-1)	1280-1½ 558 (600-1½)	1280-2 558 (600-2)
BEGOW FIX MINIMUMS				
S-24	1080-1 361 (400-1)			1080-1¼ 361 (400-1¼)
CIRCLING	1160-1 438 (500-1)	1180-1 458 (500-1)	1180-1½ 458 (500-1½)	1280-2 558 (600-2)

AIRPORT DIAGRAM

AL-269 (FAA)

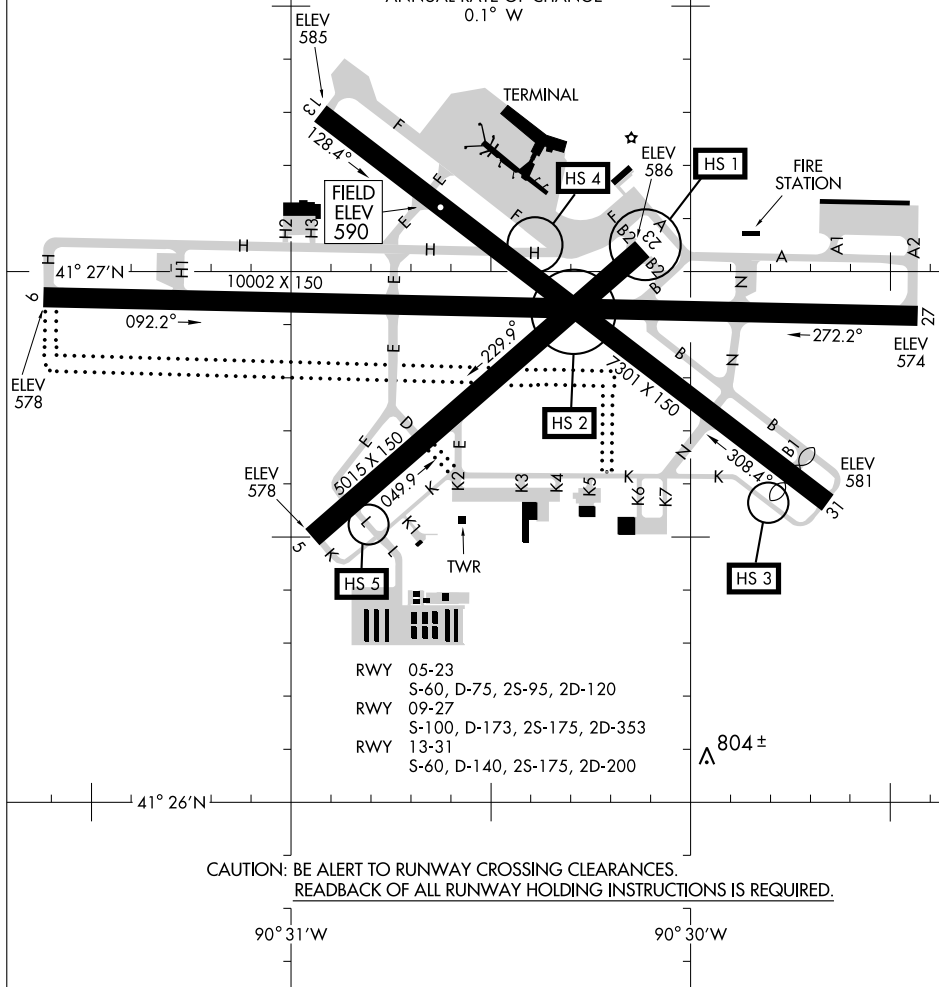
MOLINE/QUAD CITY INTL (MLI)
MOLINE, ILLINOIS

ATIS
121.2

QUAD CITY TOWER ★	119.4	257.8
GND CON	121.9	257.8
CLNC DEL	124.05	

D

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W



EC-3, 23 SEP 2010 to 21 OCT 2010

AIRPORT DIAGRAM

MOLINE

QUAD CITY INTL (MLI) 3 S UTC-6(-5DT) N41°26.90' W90°30.45'

CHICAGO

590 B S4 FUEL 100LL, JET A LRA ARFF Index—See Remarks NOTAM FILE MLI
 RWY 09-27: H10002X150 (ASPH-CONC-GRVD-PFC) S-100, D-173, 2S-175, 2D-353 HIRL

H-5D, L-286

IAP, AD

RWY 09: MALSR. Tree.

RWY 27: MALSR. VASI(V4L)—GA 3.0° TCH 52'. Tree.

RWY 13-31: H7301X150 (ASPH-CONC-GRVD-PFC) S-60, D-140,
 2S-175, 2D-200 HIRL

RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 48'. Tree.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 54'. Thld dsplcd 522'. Tree.

RWY 05-23: H5015X150 (CONC) S-60, D-75, 2S-95, 2D-120
 MIRL

RWY 05: PAPI(P4L)—GA 4.0° TCH 46'. Tree.

RWY 23: VASI(V4L)—GA 3.0° TCH 41'. Road.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	09-27	2509
RWY 05	13-31	2509
RWY 09	05-23	5500
RWY 09	13-31	5500
RWY 13	05-23	3100
RWY 13	09-27	3100
RWY 27	05-23	3350
RWY 27	13-31	3350
RWY 31	05-23	2550
RWY 31	09-27	2550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09:	TORA-10002	TODA-10002	ASDA-10002	LDA-10002
RWY 13:	TORA-7301	TODA-7301	ASDA-7046	LDA-7046
RWY 27:	TORA-10002	TODA-10002	ASDA-10002	LDA-10002
RWY 31:	TORA-7301	TODA-7301	ASDA-7026	LDA-6504

AIRPORT REMARKS: Attended 1100-0400Z†. Birds and migratory fowl on and in/ovf arpt. Rwy 05-23 and Rwy 13-31 CLOSED 0430-1130Z†. Construction/earthwork AER 05. Snow removal ops in progress winter months, vehicle operators will monitor CTAF. Arpt CLOSED to air carrier acft with more than 30 passenger seats 0530-1230Z† except PPR of arpt manager. Class I, ARFF Index B avbl 1100-0600Z† or with PPR from arpt manager; ARFF index C available on request; 24 hr PPR call arpt manager 309-757-1739. Twy K restricted to acft 100,000 lbs gross weight or less. Rwy 09 touchdown and rollout rwy visual range avbl. Rwy 27 touchdown and rollout rwy visual range avbl. When twr clsd HIRL Rwy 09-27 preset on med ints. ACTIVATE MALSR Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: ASOS (309) 799-7096. LLWAS.

COMMUNICATIONS: CTAF 119.4 ATIS 121.2 UNICOM 122.95

MOLINE RCO 122.6 (KANKAKEE RADIO)

Ⓡ APP/DEP CON 118.2 (S/SE of active rwy) 125.95 (N/NE of active rwy) (1130-0430Z†).

Ⓡ CHICAGO CENTER APP/DEP CON 118.75 (0430-1130Z†)

TOWER 119.4 (1130-0430Z†) GND CON 121.9 CLNC DEL 124.05

AIRSPACE: CLASS C svc 1130-0430Z† etc APP CON other times CLASS E

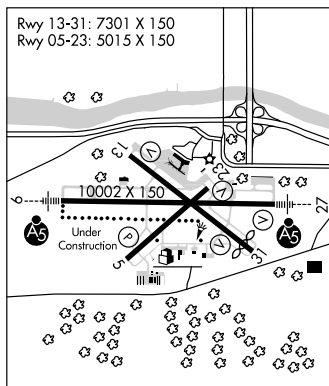
RADIO AIDS TO NAVIGATION: NOTAM FILE MLI.

MOLINE (L) VORTACW 114.4 MVZ Chan 91 N41°19.26' W90°38.29' 033° 9.7 NM to fld. 817/5E.

MOLLI NDB (LOM) 215 ML N41°26.94' W90°37.11' 089° 5 NM to fld. SHUTDOWN.

ILS/DME 110.5 I-MLI Chan 42 Rwy 09. Class IT. LOM MOLLI NDB. Unmonitored when twr clsd.
 LOM SHUTDOWN.

ILS/DME 110.5 I-GEQ Chan 42 Rwy 27. Class IB. Unmonitored when twr clsd.
 ASR



QUAD CITY SPB (I04) 2 S UTC-6(-5DT) N41°27.60' W90°29.57'

CHICAGO

560 S2 FUEL 100LL TPA-960(400)

WATERWAY E-W: 10000X300 (WATER)

WATERWAY E: Rgt t/c.

SEAPLANE REMARKS: Unattended. Radio or phone approval req by Moline twr. Svc by prior agreement. Waterway E p-line crosses river 300' E of hanger and dock area; highway bridge 300' W of hangar and dock area.

COMMUNICATIONS: CTAF 122.9

COMM/NAV/WEATHER REMARKS: T/c information avbl from Quad City twr on 119.4. Individual ops must be approved by Quad City twr on 119.4 or by telephone.

MOLLI N41°26.94' W90°37.11' NOTAM FILE MLI.

CHICAGO

NDB (LOM) 215 ML 089° 5 NM to Quad City Intl. SHUTDOWN.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS- WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

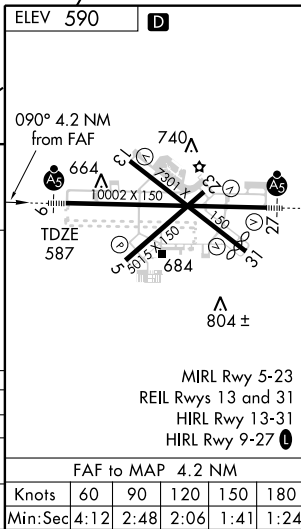
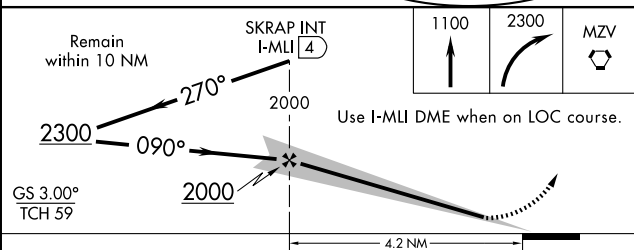
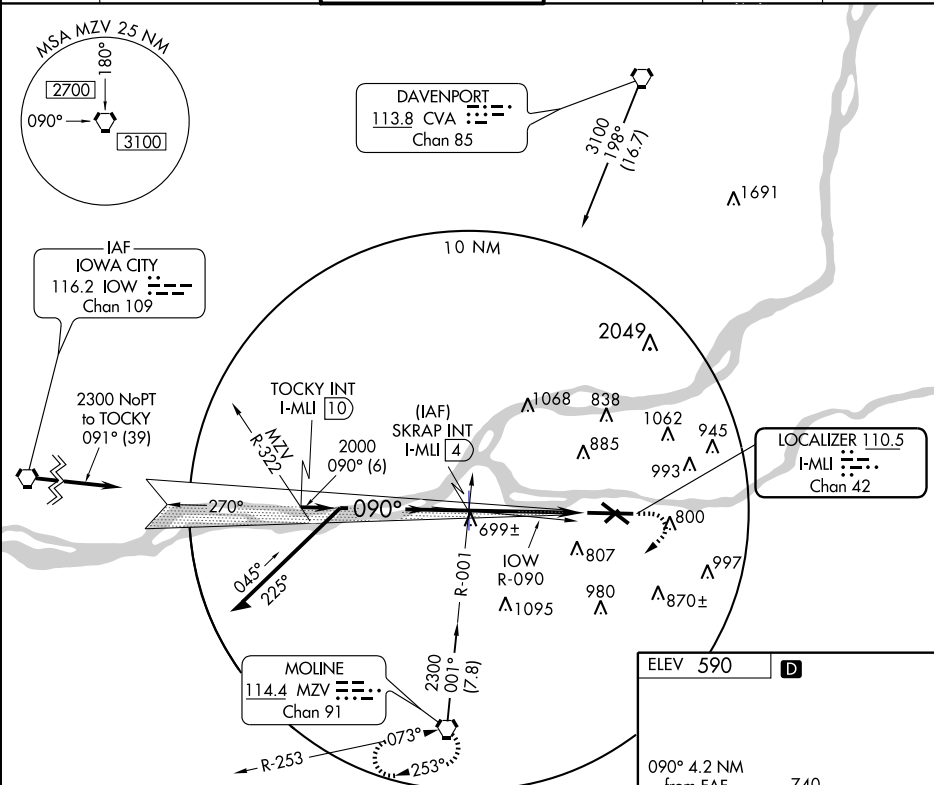
LOC/DME I-MLI 110.5 Chan 42	APP CRS 090°	Rwy Idg TDZE Apt Elev	10002 587 590
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ILS or LOC RWY 9

MOLINE / QUAD CITY INTL (MLI)

V A	*RVR 1800 authorized with the use of FD or AP or HUD to DA.	MALSR A5	MISSED APPROACH: Climb to 1100, then climbing right turn to 2300 direct MZV VORTAC and hold.
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ATIS 121.2	QUAD CITY APP CON * 125.95 257.8	QUAD CITY TOWER * 119.4 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 9		*787/24	200 (200-½)	
S-LOC 9		940/24	353 (400-½)	940/40 353 (400-¾)
CIRCLING	1140-1	550 (600-1)	1140-1½ 550 (600-1½)	1260-2 670 (700-2)

LOC/DME I-GEQ 110.5 Chan 42	APP CRS 270°	Rwy Idg 10002 TDZE 581 Apt Elev 590
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ILS or LOC RWY 27

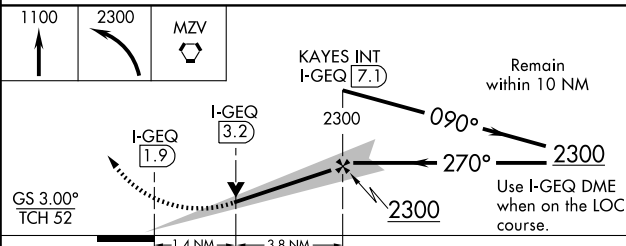
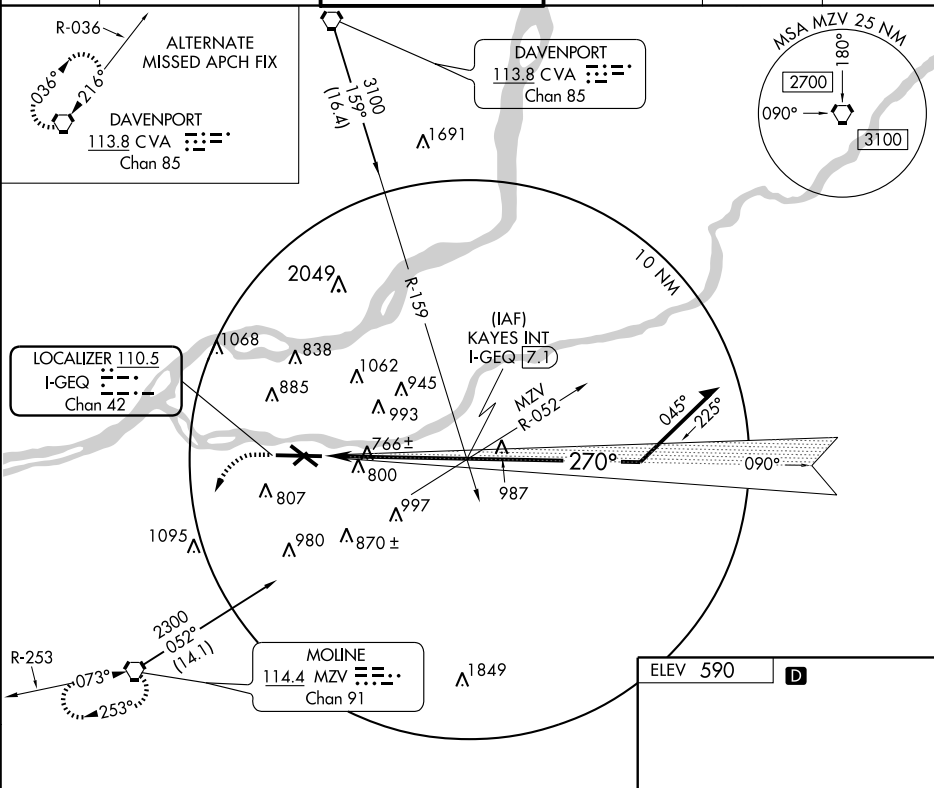
MOLINE / QUAD CITY INTL (MLI)

V *1800 RVR authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LOC-27 and Circling Cat C/D visibility ½ mile.

MALS

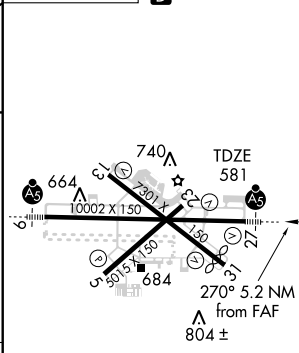
MISSED APPROACH: Climb to 1100, then climbing left turn to 2300 direct MZV VORTAC and hold.

ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 257.8	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 27	*781/24 200 (200-½)			
S-LOC 27	1060/24 479 (500-½)	1060/40 479 (500-¾)	1060/50 479 (500-1)	
CIRCLING	1140-1 550 (600-1)	1140-1½ 550 (600-1½)	1260-2 670 (700-2)	

ELEV 590 **D**



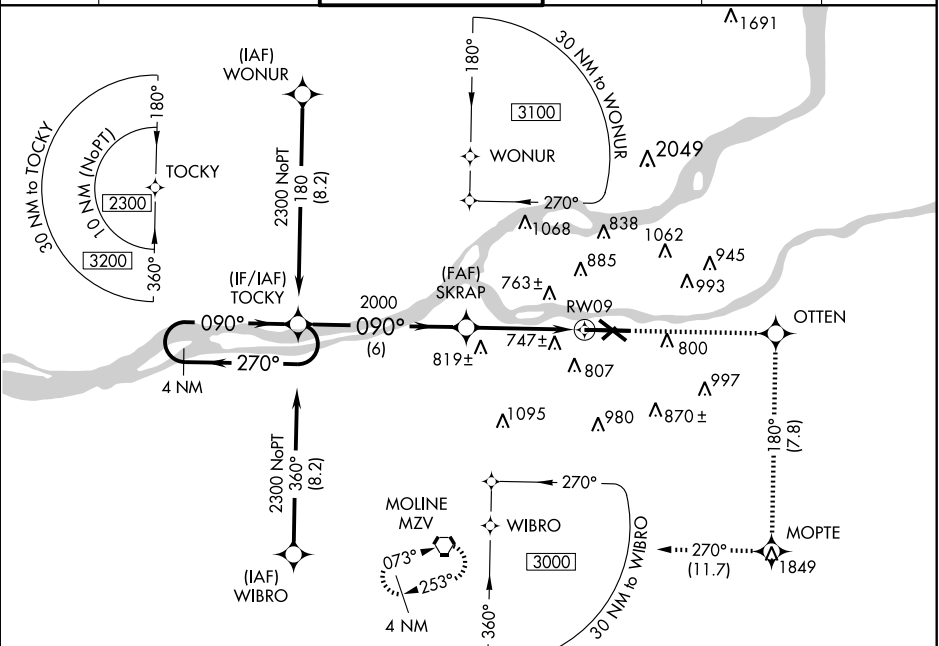
MIRL Rwy 5-23 REIL Rwys 13 and 31 HIRL Rwys 9-27 and 13-31					
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

APP CRS	Rwy ldg	10002
090°	TDZE	587
	Apt Elev	590

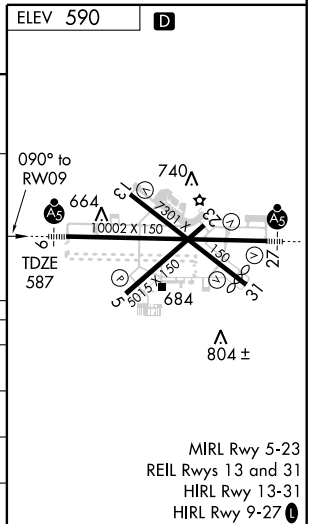
RNAV (GPS) RWY 9

MOLINE / QUAD CITY INTL (MLI)

<div><div><div></div><div></div></div><div>NA</div></div> <div>DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).</div>		<div><div><div></div><div></div></div><div>MALSR</div></div> <div><div><div></div><div></div></div><div>A5</div></div>	MISSED APPROACH: Climb to 3000 direct OTTEN WP, and via 180° track to MOPTE WP and 270° track to MZV VORTAC and hold.			
ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 0 257.8		GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95



4 NM Holding Pattern		TOCKY		3000 ↑	OTTEN ✦	tr 180°	MOPTE ✦	tr 270°	MZV ⬡
2300		270° 090°		SKRAP		*1.3 NM to RW09		*LNAV only	
GS 3.00° TCH 59		2000		090°		RW09			
		6 NM		2.9 NM		1.3			
CATEGORY	A		B		C		D		
GLS PA DA	NA								
LNAV/ VNAV DA	1079/60 492 (500-1½)								
LNAV MDA	1060/24	473 (500-½)		1060/40 473 (500-¾)		1060/50 473 (500-1)			
CIRCLING	1140-1	550 (600-1)		1140-1½ 550 (600-1½)		1260-2 670 (700-2)			



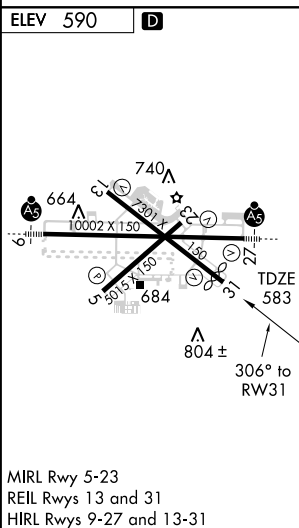
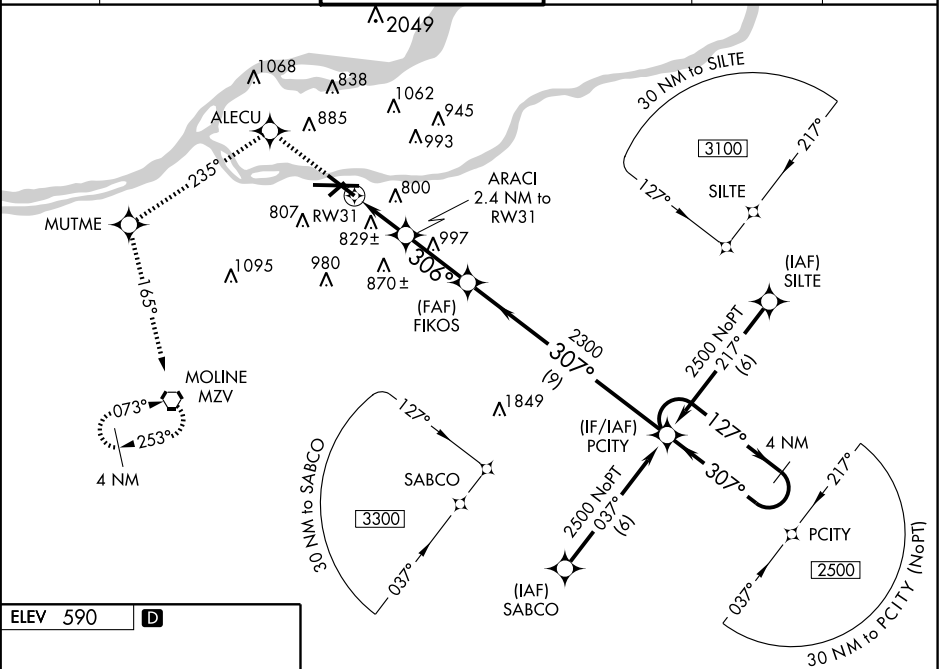
WAAS CH 86715 W31A	APP CRS 306°	Rwy Idg TDZE Apt Elev	6504 583 590
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RNAV (GPS) RWY 31

MOLINE / QUAD CITY INTL (MLI)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Davenport altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3000 direct ALECU and via track 235° to MUTME and via track 165° to MZV VORTAC and hold.</p>
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ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 257.8	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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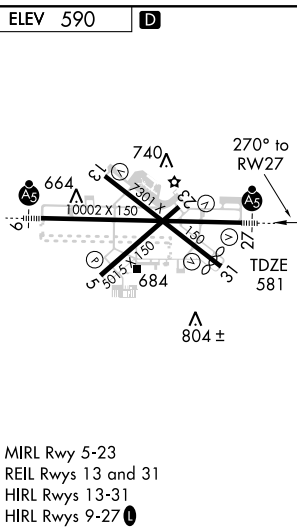
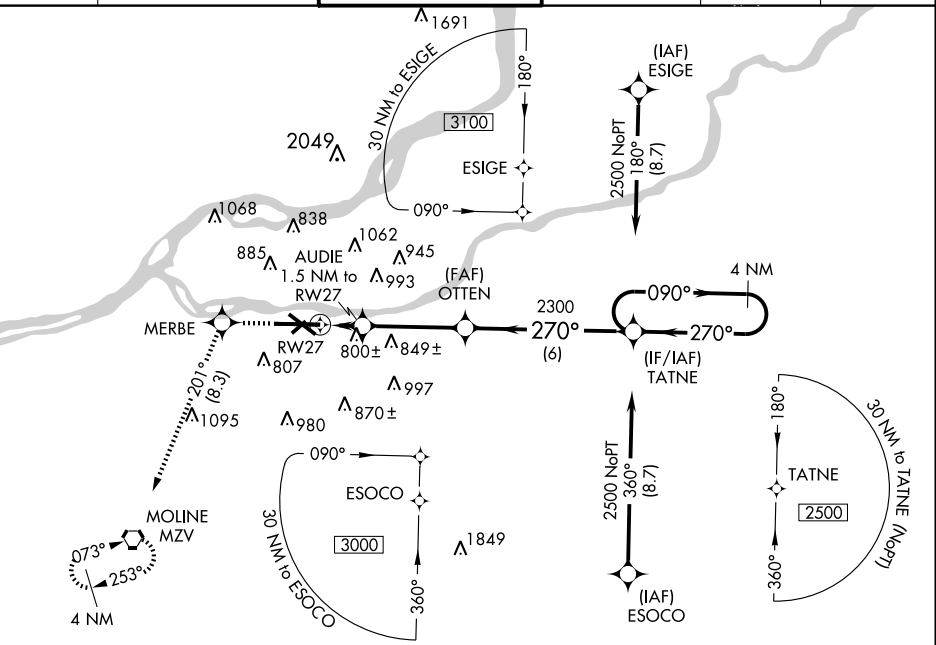
3000	ALECU	tr 235°	MUTME	tr 165°	MZV	PCITY	4 NM Holding Pattern
*LNAV only	ARACI 2.4 NM to RW31	FIKOS	307°	127°	2500	GS 3.00° TCH 48	
*1.4 NM to RW31	RW31	*1380	2300	306°	307°		
1.4	1 NM	2.8 NM	9 NM				
CATEGORY	A	B	C	D			
LPV DA	1031-1½	448 (500-1½)					
LNAV/VNAV DA	1160-2	577 (600-2)					
LNAV MDA	1080-1 497 (500-1)	1080-1¼ 497 (500-1¼)	1080-1½ 497 (500-1½)	1080-1½ 497 (500-1½)			
CIRCLING	1140-1 550 (600-1)	1140-1½ 550 (600-1½)	1260-2 670 (700-2)				

APP CRS **270°**
Rwy Idg **10002**
TDZE **581**
Apt Elev **590**

RNAV (GPS) Y RWY 27

MOLINE / QUAD CITY INTL (MLI)

<div><div><div>T</div><div>A</div></div><div>NA</div></div>	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA	<div><div>MALSR</div><div><div><div>AG</div><div><div><div></div><div></div><div></div><div></div><div></div></div></div></div></div></div>	MISSED APPROACH: Climb to 3000 direct MERBE WP and via 201° track to MZV VORTAC and hold.		
ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95




ELEV 590	D
<p>3000</p> <p>MERBE</p> <p>tr 201°</p> <p>MZV</p>	<p>AUDIE 1.5 NM to RW27</p> <p>OTTEN</p> <p>RW27</p> <p>1100</p> <p>2300</p> <p>2500</p> <p>4 NM Holding Pattern</p>
<p>CATEGORY</p>	<p>A</p> <p>B</p> <p>C</p> <p>D</p>
<p>LNVA MDA</p>	<p>1060/24 479 (500-½)</p> <p>1060/40 479 (500-¾)</p> <p>1060/50 479 (500-1)</p>
<p>CIRCLING</p>	<p>1140-1 550 (600-1)</p> <p>1140-1½ 550 (600-1½)</p> <p>1260-2 670 (700-2)</p>

APP CRS **270°**
Rwy Idg **10002**
TDZE **581**
Apt Elev **590**

RNAV (GPS) Z RWY 27

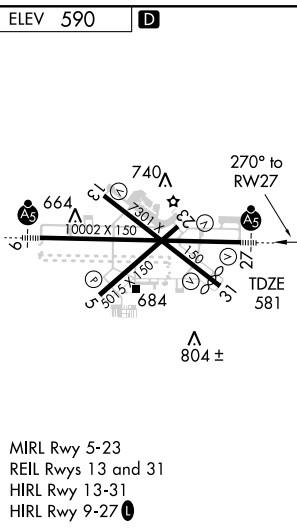
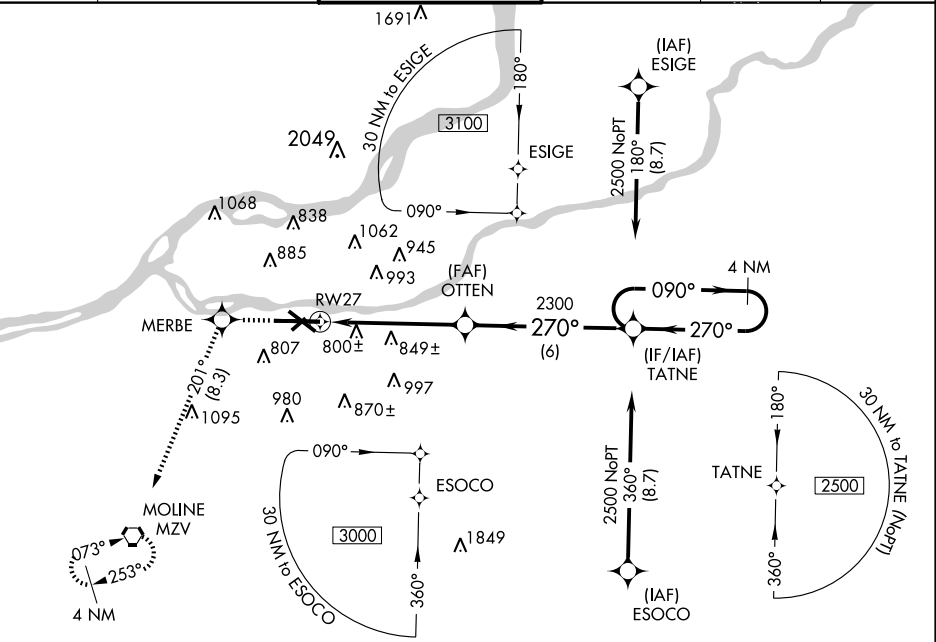
MOLINE / QUAD CITY INTL (MLI)

▼ Baro-VNAV NA below -16°C (4°F)
▲ NA GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MALSR


MISSED APPROACH: Climb to 3000 direct MERBE WP and via 201° track to MZV VORTAC and hold.

ATIS 121.2	QUAD CITY APP CON ★ 125.95 257.8	QUAD CITY TOWER ★ 119.4 (CTAF) 0 257.8	GND CON 121.9 257.8	CLNC DEL 124.05	UNICOM 122.95
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3000	MERBE	tr 201°	MZV	
*LNAV only				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1120-1½ 539 (600-1½)			
LNAV MDA	1100/24 519 (600-½)	1100/50 519 (600-1)	1100/60 519 (600-1¼)	
CIRCLING	1140-2 550 (600-2)			1260-2 670 (700-2)

MONEE

BULT FIELD (C56) 3 SE UTC-6(-5DT) N41°22.65' W87°40.79'

790 FUEL 100LL, JET A TPA-1390(600) NOTAM FILE IKK

RWY 09-27: H5001X75 (CONC) S-60 LIRL

RWY 09: Tree. RWY 27: Thld dsplcd 151'.

AIRPORT REMARKS: Attended 1400-2300Z†. 708-534-8282. Fuel available 24 hrs with credit card.

COMMUNICATIONS: CTAF/UNICOM 123.0

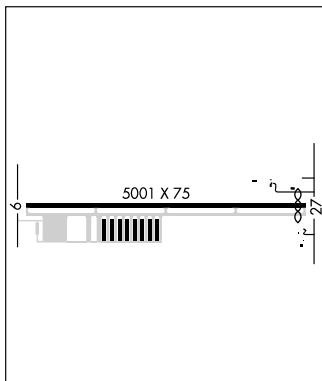
PEOTONE RCO 122.05R 113.2T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18'

W87°47.46' 036° 8.2 NM to fld. 689/2E.



CHICAGO

L-27B

IAP

MONMOUTH MUNI (C66) 2 N UTC-6(-5DT) N40°55.78' W90°37.87'

753 B FUEL 100LL, MOGAS TPA-1553(800) NOTAM FILE IKK

RWY 02-20: H2899X60 (ASPH) S-10 MIRL

RWY 02: VASI(V2L)—GA 3.0° TCH 40'. Tree.

RWY 20: VASI(V2L)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended Tues-Sun 1400-2230Z†. For fuel after hrs call 309-734-5091. Rwy 02-20 pavement poor on E ramp and twy. MIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE VASI Rwy 02 and 20—CTAF. VASI Rwy 02 and 20 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

GALESBURG RCO 122.1R 109.8T (KANKAKEE RADIO)

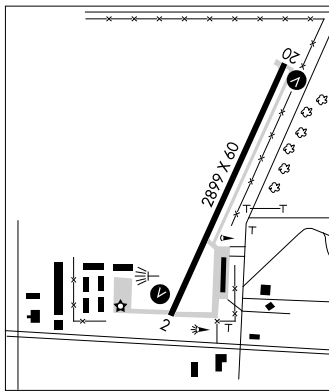
® QUAD CITY APP/DEP CON 118.2 (1130-0430Z†). CLNC DEL 120.7

® CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE GBG.

GALESBURG (T) VOR/DME 109.8 GBG Chan 35 N40°56.24'

W90°26.07' 264° 9 NM to fld. 760/3E.



APP CRS	Rwy Idg	5001
093°	TDZE	790
	Apt Elev	790

RNAV (GPS) RWY 9

MONEE/BULT FIELD (C56)

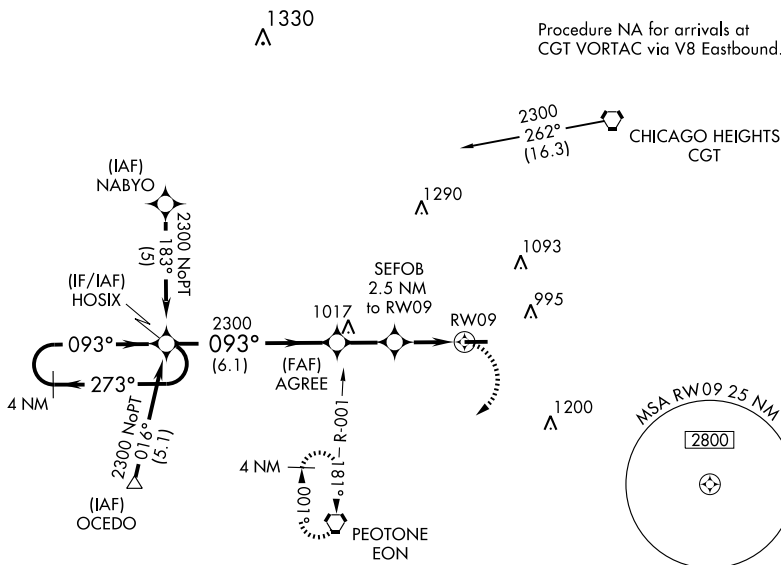
NA Circling to Rwy 27 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting, when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2600 direct EON VORTAC and hold.

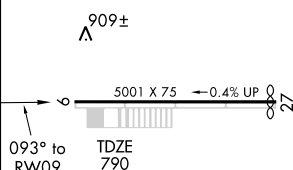
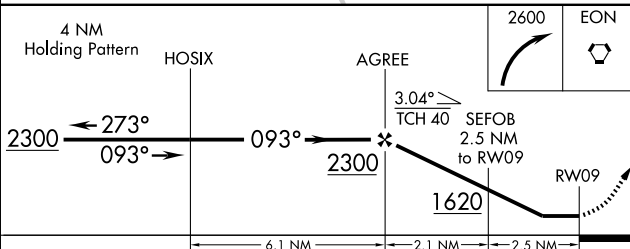
LANSING AWOS-3
119.275

CHICAGO CENTER
132.5 258.1

UNICOM
123.0 (CTAF)



ELEV 790



CATEGORY	A	B	C	D
RNAV MDA	1220-1	430 (500-1)	1220-1½ 430 (500-1½)	NA
CIRCLING	1260-1	470 (500-1)	1260-1½ 470 (500-1½)	NA

LIRL Rwy 9-27

APP CRS	Rwy Idg	4850
273°	TDZE	778
	Apt Elev	790

RNAV (GPS) RWY 27

MONEE/ BULT FIELD (C56)

T
A NA Circling to Rwy 9 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lansing Muni altimeter setting, when not received, use Chicago Midway Intl altimeter setting and increase all MDA 40 feet.

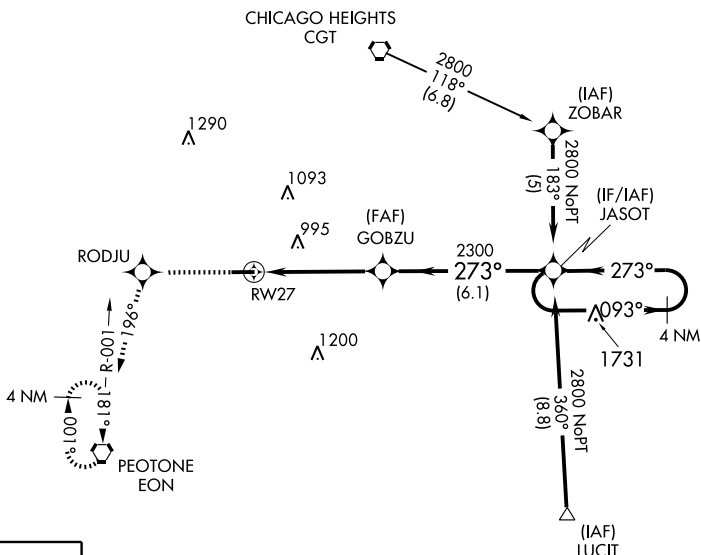
MISSED APPROACH: Climb to 2600 direct RODJU and via 196° track to EON VORTAC and hold.

LANGING AWOS-3
119,275

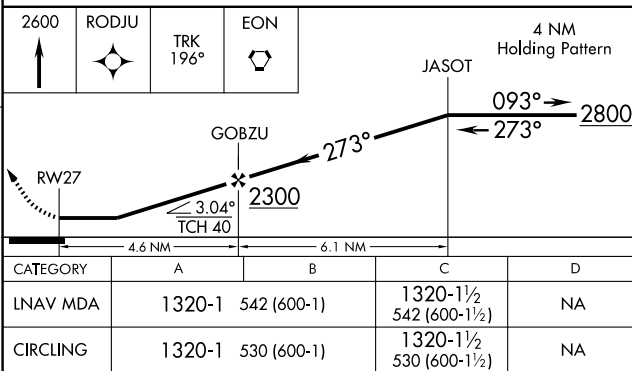
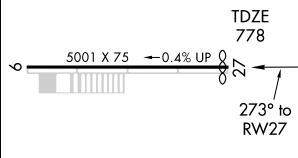
CHICAGO CENTER
132.5 258.1

UNICOM
123.0 (CTAF)

Procedure NA for arrivals on
CGT VORTAC airway radials
087 CW 115.



ELEV 790



MONEE, ILLINOIS
Orig 09071

41°23'N-87°41'W

MONEE/ BULT FIELD (C56)

RNAV (GPS) RWY 27

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

MONEE

BULT FIELD (C56) 3 SE UTC-6(-5DT) N41°22.65' W87°40.79'

790 FUEL 100LL, JET A TPA-1390(600) NOTAM FILE IKK

RWY 09-27: H5001X75 (CONC) S-60 LIRL

RWY 09: Tree. RWY 27: Thld dspcd 151'.

AIRPORT REMARKS: Attended 1400-2300Z†. 708-534-8282. Fuel available 24 hrs with credit card.

COMMUNICATIONS: CTAF/UNICOM 123.0

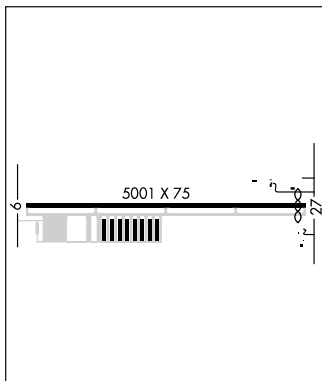
PEOTONE RCO 122.05R 113.2T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

PEOTONE (L) VORTAC 113.2 EON Chan 79 N41°16.18'

W87°47.46' 036° 8.2 NM to fld. 689/2E.



CHICAGO

L-27B

IAP

MONMOUTH MUNI (C66) 2 N UTC-6(-5DT) N40°55.78' W90°37.87'

753 B FUEL 100LL, MOGAS TPA-1553(800) NOTAM FILE IKK

RWY 02-20: H2899X60 (ASPH) S-10 MIRL

RWY 02: VASI(V2L)—GA 3.0° TCH 40'. Tree.

RWY 20: VASI(V2L)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended Tues-Sun 1400-2230Z†. For fuel after hrs call 309-734-5091. Rwy 02-20 pavement poor on E ramp and twy. MIRL Rwy 02-20 preset on low ints; to increase ints and ACTIVATE VASI Rwy 02 and 20—CTAF. VASI Rwy 02 and 20 OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

GALESBURG RCO 122.1R 109.8T (KANKAKEE RADIO)

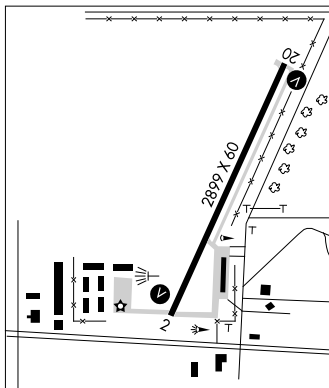
® QUAD CITY APP/DEP CON 118.2 (1130-0430Z†). CLNC DEL 120.7

® CHICAGO CENTER APP/DEP CON 135.6 (0430-1130Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE GBG.

GALESBURG (T) VOR/DME 109.8 GBG Chan 35 N40°56.24'

W90°26.07' 264° 9 NM to fld. 760/3E.



VOR/DME GBG 109.8 Chan 35	APP CRS 264°	Rwy Idg TDZE Apt Elev 753	N/A N/A 753
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VOR or GPS-A
MONMOUTH MUNI (C66)

▼ Use Galesburg altimeter setting, if not received,
▲ NA use Moline altimeter setting and increase all
MDAs 60 feet.

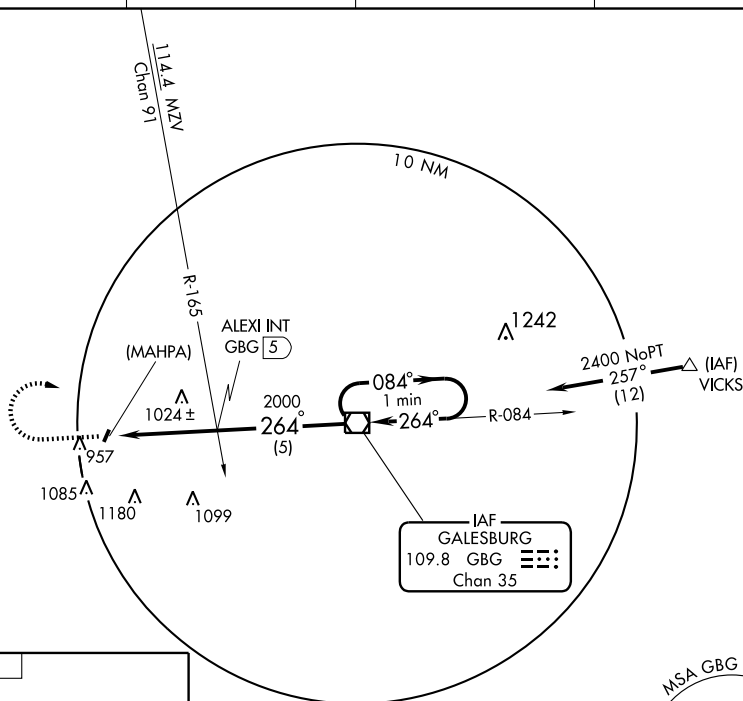
MISSED APPROACH: Climb to 2400 then right turn direct
GBG VOR/DME and hold.

GALESBURG AWOS-3
109.8

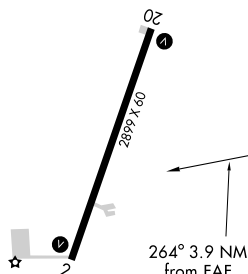
QUAD CITY APP CON ★
118.2 257.8

CLNC DEL
120.7

UNICOM
122.8(CTAF) **0**








ELEV **753**



MRL Rwy 2-20 **0**

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

MONMOUTH, ILLINOIS
Amdt 4 02332

<div>2400</div> <div></div>		<div>GBG</div> <div></div> <div>109.8</div>		
<div></div>		<div>ALEXI INT</div> <div>GBG [5]</div> <div><u>2000</u></div>		
<div>(MAHPA)</div> <div>GBG [8.9]</div> <div></div>		<div>264°</div> <div>084° → <u>2400</u></div> <div>← 264°</div>		
<div></div>		<div>3.9 NM</div> <div>5 NM</div>		
CATEGORY	A	B	C	D
CIRCLING	1360-1	607 (700-1)	1360-1 ³⁴ 607 (700-1 ³⁴)	NA

40°56'N-90°38'W

MONMOUTH MUNI (C66)
VOR or GPS-A

MONTICELLO**PIATT CO** (2K0) 2 SE UTC-6(-5DT) N40°00.32' W88°33.52'

740 B S4 FUEL 100LL, MOGAS TPA-1540(800) NOTAM FILE STL

RWY 18-36: 2797X100 (TURF) MIRL (NSTD) 0.5% up N

RWY 18: Vent pipe.

RWY 36: Tree.

AIRPORT REMARKS: Attended Sat-Sun irregularly. For fuel call

217-762-9091/5586/7148. Extensive glider ops weekends.

Model acft opr 3.25 NM N-NE of arpt. No line of sight between
rwy ends. Tkf to the S to avoid noise sensitive area N of arpt.ACTIVATE NSTD MIRL Rwy 18-36-CTAF. Rwy 18-36 NSTD MIRL
fixture spacing and lgt ints varies.**COMMUNICATIONS:** CTAF 122.9

Ⓡ CHAMPAIGN APP/DEP CON 132.85 (1200-0500Z‡)

Ⓡ CHICAGO CENTER APP/DEP CON 125.05 (0500-1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

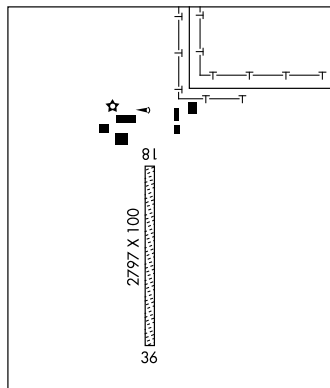
CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'

W88°16.56' 259° 13.1 NM to fld. 745/3E.

CHICAGO

L-27C

IAP

**MORRIS MUNI-JAMES R. WASHBURN FLD** (C09) 4 N UTC-6(-5DT) N41°25.44' W88°25.12'

584 B S4 FUEL 80, 100LL, JET A TPA-1384(800) NOTAM FILE C09

RWY 18-36: H5000X75 (ASPH) S-4, D-125 MIRL 0.4% up N

RWY 18: REIL. Building.

RWY 36: REIL. Antenna.

AIRPORT REMARKS: Attended 1400-0200Z‡. MIRL Rwy 18-36 preset on
low ints; to increase ints and ACTIVATE REIL Rws 18 and
36-CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.175 (815) 941-1815.**COMMUNICATIONS:** CTAF/UNICOM 122.8

JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

JOLIET RCO 122.5 (KANKAKEE RADIO)

Ⓡ CHICAGO APP/DEP CON 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

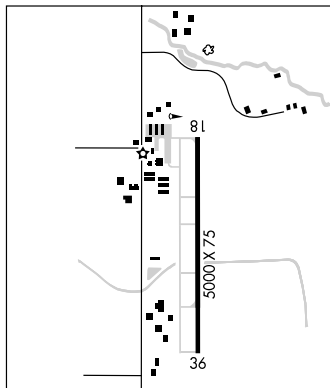
JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 210° 8.6 NM to fld. 592/2E.

CHICAGO

H-5E, L-28H, A

IAP



VORTAC CMI 110.0 Chan 37	APP CRS 260°	Rwy Idg TDZE Apt Elev	N/A N/A 740
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VOR or GPS-A
MONTICELLO/ PIATT COUNTY (2K0)

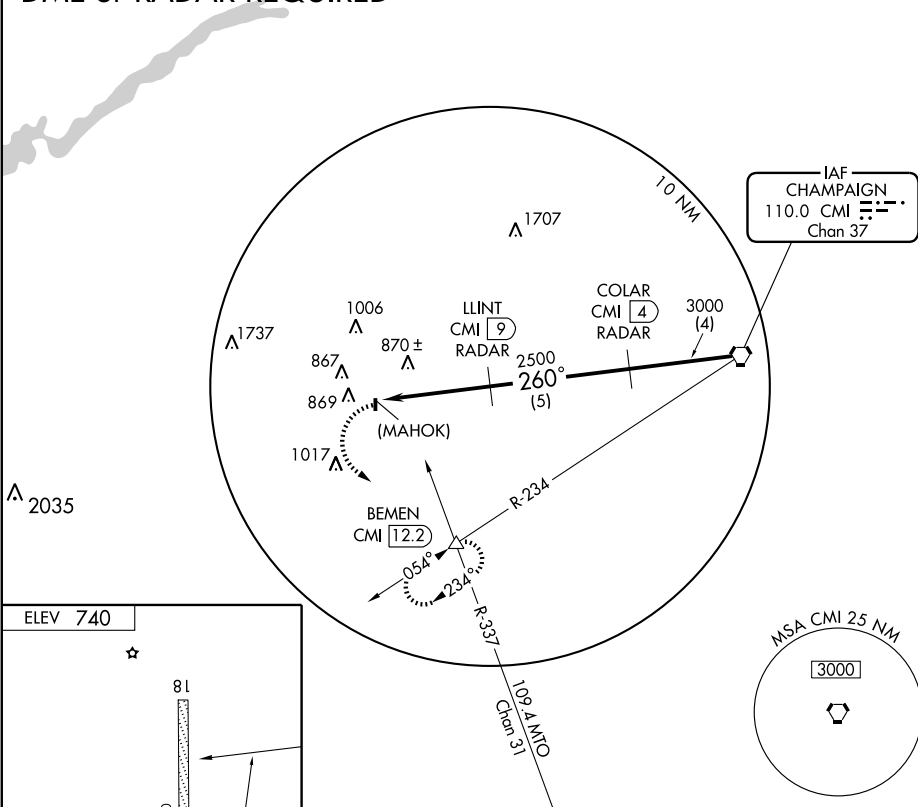
▲ NA Use Champaign altimeter setting, when not available, use Decatur altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via MTO R-337 to BEMEN Int and hold.

CHAMPAIGN APP CON ★
132.85 291.0

CTAF
122.9 0

DME or RADAR REQUIRED



EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

<p>ELEV 740</p> <p>☆</p> <p>81</p> <p>2797 X 100</p> <p>260° 4.1 NM from FAF</p> <p>0.5% UP</p> <p>36</p> <p>MIRL Rwy 18-36 0</p> <p>FAF to MAP 4.1 NM</p>					<p>3000</p> <p>MTO R-337 109.4</p> <p>BEMEN ▲</p> <p>(MAHOK) CMI 13.1</p> <p>LLINT CMI 9 RADAR</p> <p>COLAR CMI 4 RADAR</p> <p>VORTAC</p> <p>260°</p> <p>3000</p> <p>Procedure Turn NA</p>			
<p>3000</p> <p>4.1 NM</p> <p>5 NM</p> <p>4 NM</p>					<p>2500</p>			
<p>CATEGORY</p>					<p>A</p>			
<p>CIRCLING</p>					<p>1240-1 500 (500-1)</p>			
<p>Knots</p>					<p>1240-1 1/2 500 (500-1 1/2)</p>			
<p>Min:Sec</p>					<p>NA</p>			

MONTICELLO, ILLINOIS

MONTICELLO/ PIATT COUNTY (2K0)

Amdt 1 10042

40°00'N-88°34'W

VOR or GPS-A

MONTICELLO**PIATT CO**

(2K0) 2 SE UTC-6(-5DT) N40°00.32' W88°33.52'

740 B S4 FUEL 100LL, MOGAS TPA-1540(800) NOTAM FILE STL

RWY 18-36: 2797X100 (TURF) MIRL (NSTD) 0.5% up N

RWY 18: Vent pipe.

RWY 36: Tree.

AIRPORT REMARKS: Attended Sat-Sun irregularly. For fuel call

217-762-9091/5586/7148. Extensive glider ops weekends.

Model acft opr 3.25 NM N-NE of arpt. No line of sight between
rwy ends. Tkf to the S to avoid noise sensitive area N of arpt.ACTIVATE NSTD MIRL Rwy 18-36-CTAF. Rwy 18-36 NSTD MIRL
fixture spacing and lgt ints varies.**COMMUNICATIONS:** CTAF 122.9

® CHAMPAIGN APP/DEP CON 132.85 (1200-0500Z‡)

® CHICAGO CENTER APP/DEP CON 125.05 (0500-1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

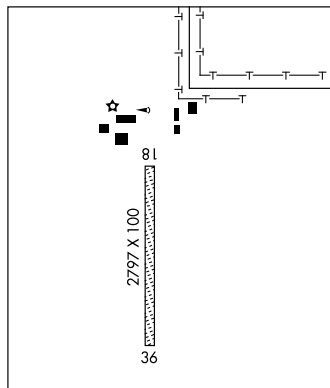
CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'

W88°16.56' 259° 13.1 NM to fld. 745/3E.

CHICAGO

L-27C

IAP

**MORRIS MUNI-JAMES R. WASHBURN FLD**

(C09) 4 N UTC-6(-5DT) N41°25.44' W88°25.12'

CHICAGO

584 B S4 FUEL 80, 100LL, JET A TPA-1384(800) NOTAM FILE C09

H-5E, L-28H, A

RWY 18-36: H5000X75 (ASPH) S-4, D-125 MIRL 0.4% up N

RWY 18: REIL. Building.

RWY 36: REIL. Antenna.

AIRPORT REMARKS: Attended 1400-0200Z‡. MIRL Rwy 18-36 preset on
low ints; to increase ints and ACTIVATE REIL Rws 18 and
36-CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.175 (815) 941-1815.**COMMUNICATIONS:** CTAF/UNICOM 122.8

JOLIET RCO 122.1R 112.3T (KANKAKEE RADIO)

JOLIET RCO 122.5 (KANKAKEE RADIO)

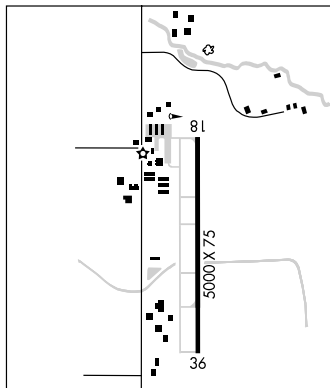
® CHICAGO APP/DEP CON 119.35

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 210° 8.6 NM to fld. 592/2E.

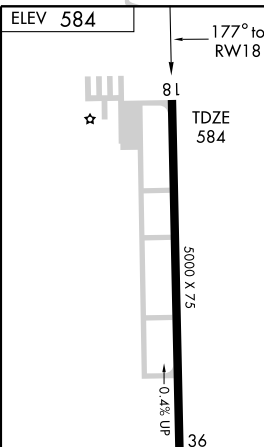
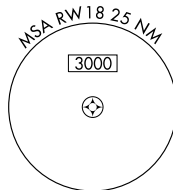
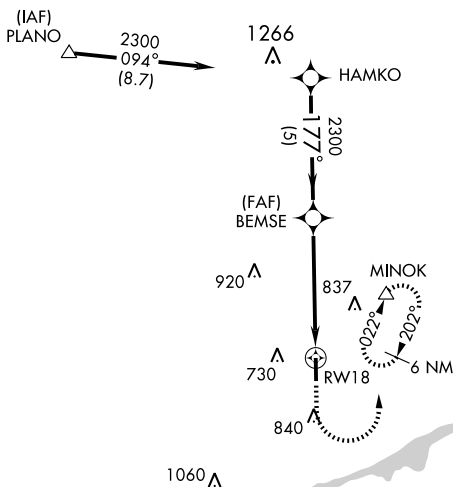
IAP



APP CRS	Rwy Idg	5000
177°	TDZE	584
	Apt Elev	584

RNAV (GPS) RWY 18

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

NAGPS or RNP-0.3 Required.
DME/DME RNP-0.3 NAMISSED APPROACH: Climb to 1200 then climbing
left turn to 2100 direct MINOK WP and hold.AWOS-3
118.175CHICAGO APP CON
119.35 388.0UNICOM
122.8 (CTAF)Procedure
Turn
NA

HAMKO

BEMSE

1200

2100

MINOK

2300 — 177° — 2300

1.2 NM
to RW183.15°
TCH 45

RW18

5 NM

3.8 NM

1.2

CATEGORY	A	B	C	D
RNAV MDA	1020-1	436 (500-1)	1020-1¼ 436 (500-1¼)	NA
CIRCLING	1080-1	496 (500-1)	1200-1¾ 616 (700-1¾)	NA

MIRL Rwy 18-36
REIL Rwy 18 and 36

APP CRS **357°**
 Rwy Idg **5000**
 TDZE **570**
 Apt Elev **584**

RNAV (GPS) RWY 36

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

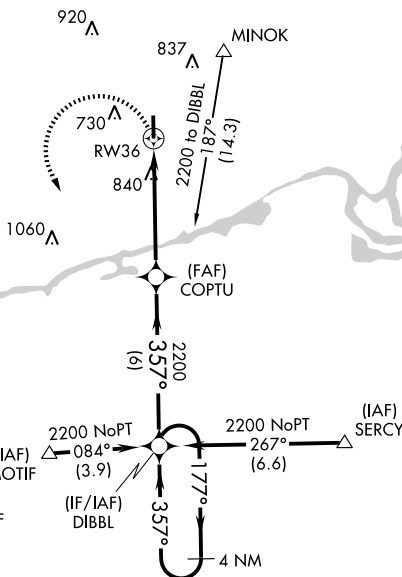
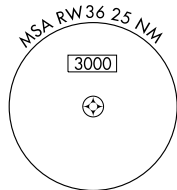
When local altimeter setting not received, use Joliet altimeter setting and increase all MDA 40 feet, and increase LNAV Cat. C visibility ¼ mile.
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2200 direct DIBBL and hold.

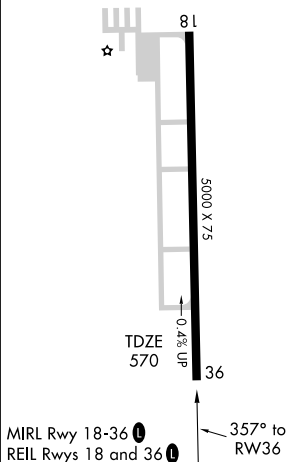
AWOS-3
118.175

CHICAGO APP CON
119.35 388.0

UNICOM
122.8 (CTAF) 0



ELEV **584**

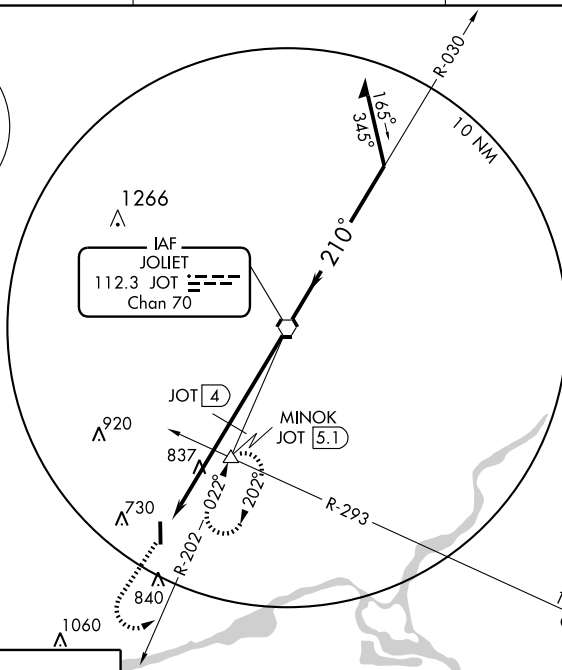
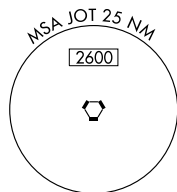


2200 DIBBL		4 NM Holding Pattern			
1.7 NM to RW36		357° 177° 2200			
RW36		3.04° TCH 40			
1.7 NM		3.3 NM		6 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1140-1	570 (600-1)	1140-1½ 570 (600-1½)	NA	
CIRCLING	1140-1 556 (600-1)	1200-1 616 (700-1)	1200-1¾ 616 (700-1¾)	NA	

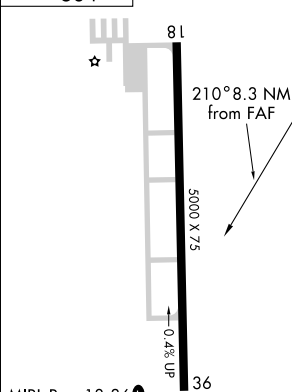
VORTAC JOT 112.3 Chan 70	APP CRS 210°	Rwy Idg TDZE Apt Elev	N/A N/A 584
--	------------------------	-----------------------------	--

VOR-A

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

AWOS-3
118.175CHICAGO APP CON
119.35 388.0UNICOM
122.8 (CTAF) 0MISSED APPROACH: Climb to 3000 then left turn via
JOT R-202 to MINOK Int/JOT 5.1 DME and hold.

ELEV 584



MRL Rwy 18-36

REIL Rwy 18 and 36

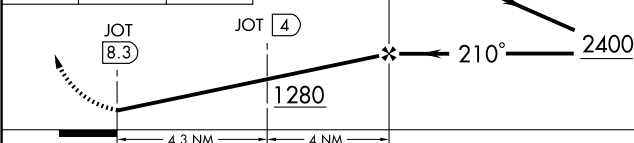
FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

MORRIS, ILLINOIS

Orig-A 08325

3000	MINOK JOT R-202 112.3
------	-----------------------------



CATEGORY	A	B	C	D
CIRCLING	1280-1	696 (700-1)	1280-2 696 (700-2)	NA
DME MINIMUMS				
CIRCLING	1100-1 516 (600-1)	1200-1 616 (700-1)	1200-1¾ 616 (700-1¾)	NA

MORRIS MUNI-JAMES R. WASHBURN FIELD (C09)

41° 26'N-88° 25'W

VOR-A

MOUNT CARMEL MUNI (AJG) 12 N UTC-6(-5DT) N38°36.39' W87°43.60'

ST LOUIS

429 B S2 FUEL 100LL NOTAM FILE AJG

L-27D

RWY 13-31: H4500X75 (ASPH) MIRL

IAP

RWY 13: Tree. RWY 31: REIL. PVASI (PSIL)—GA 3.0° TCH 25'.

RWY 04-22: H4000X100 (ASPH) S-11 MIRL

RWY 04: REIL. PVASI (PSIL)—GA 3.0° TCH 29'. Tree.

RWY 22: REIL. PVASI (PSIL)—GA 3.0° TCH 29'. Road.

AIRPORT REMARKS: Attended 1400-2300Z†. Agriculture ops invof arpt.

Rwy 04 PSIL unusable byd 8° left of course. MIRL Rwy 04-22 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 13-31; REIL Rwy 04, Rwy 22 and Rwy 31, PVASI Rwy 04, Rwy 22 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 134.9 (618) 948-2184.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ EVANSVILLE APP/DEP CON 125.6 (1200-0500Z†)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z†)

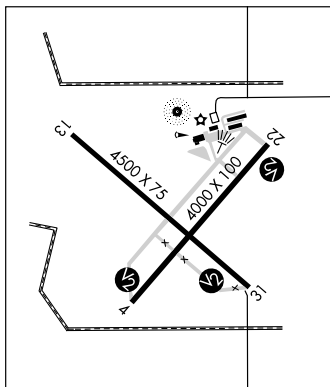
RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.

LAWRENCEVILLE (T) VORW/DME 108.8 LWV Chan 25 N38°46.19'

W87°36.23' 212° 11.4 NM to fld. 430/1W.

NDB (MHW) 524 AJG N38°36.71' W87°43.53' at fld. NOTAM

FILE AJG.

**MOUNT HAWLEY AUXILIARY** (See PEORIA)**MOUNT MORRIS****OGLE CO** (C55) 2 SE UTC-6(-5DT) N42°02.24' W89°23.57'

CHICAGO

929 B TPA—See Remarks NOTAM FILE IKK

RWY 09-27: 2640X200 (TURF) LIRL (NSTD)

RWY 09: Trees.

AIRPORT REMARKS: Unattended. ACTIVATE NSTD LIRL Rwy 09-27 and rotating bcn—CTAF. Rwy 09-27 NSTD LIRL due to spacing; ints and non-frangible—orange cones adjacent to lights. TPA 1729 (800) TPA for ultralights 1329 (400). +10' corn may be on rwy ends during growing season.

COMMUNICATIONS: CTAF 122.9**MOUNT STERLING MUNI** (I63) 2 W UTC-6(-5DT) N39°59.12' W90°48.25'

ST LOUIS

734 B FUEL 100LL, JET A NOTAM FILE STL

H-5D, L-27B

RWY 18-36: H5905X75 (ASPH) MIRL 0.3% up N

IAP

RWY 18: PVASI (PSIL)—GA 3.0° TCH 25'. Pole.

RWY 36: PVASI (PSIL)—GA 3.0° TCH 27'. Tree.

AIRPORT REMARKS: Attended irregularly. Fuel now avbl to public-self service. ACTIVATE MIRL Rwy 18-36—CTAF.

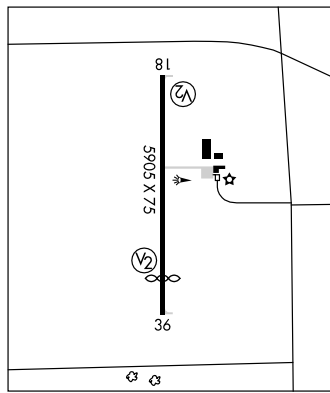
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ KANSAS CITY CENTER APP/DEP CON 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.87'

W91°16.74' 064° 23.4 NM to fld. 715/5E. HIWAS.



APP CRS
043°

Rwy ldg **4000**
TDZE **429**
Apt Elev **429**

RNAV (GPS) RWY 4

MT. CARMEL MUNI (AJJ)

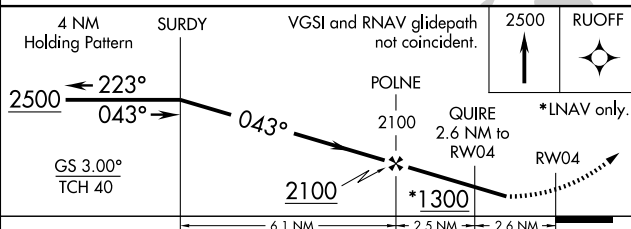
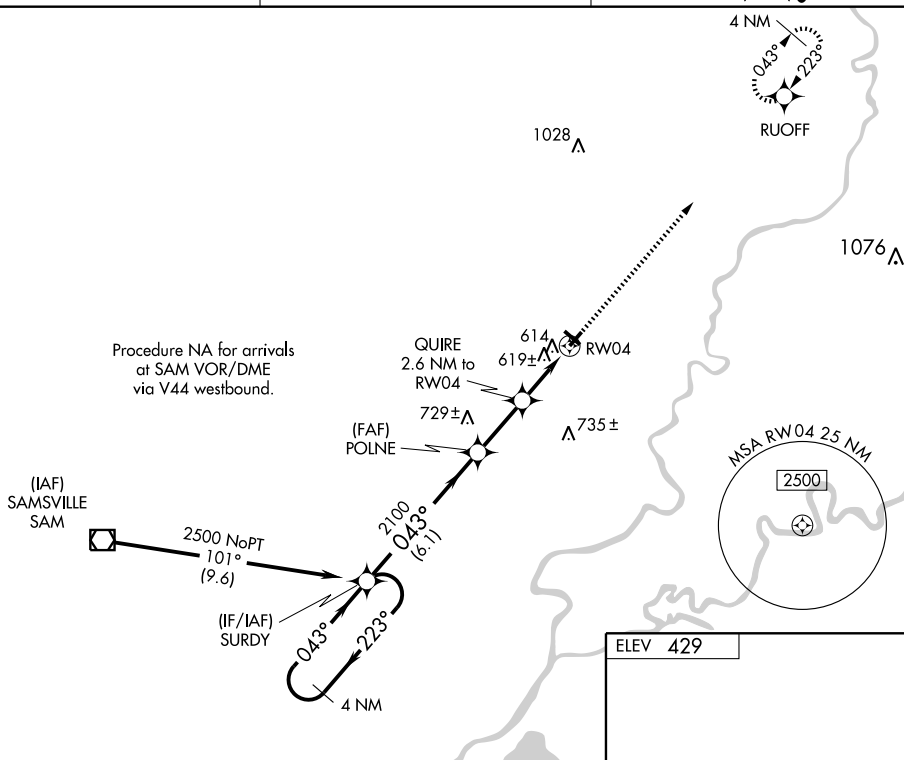
▼ When VGSI inoperative, Straight-in/Circling Rwy 4 procedure NA at night. Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 26 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:
Climb to 2500 direct
RUOFF and hold.

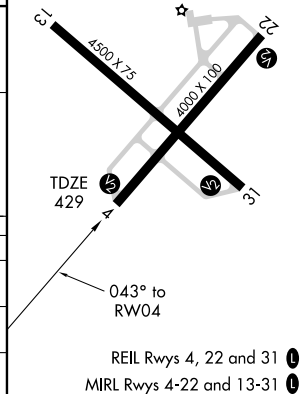
AWOS-3
134.9

EVANSVILLE APP CON★
125.6 267.9

UNICOM
122.7 (CTAF) 0



CATEGORY	A	B	C	D
LNAV/ VNAV DA	937-1¾ 508 (600-1¾)			NA
LNAV MDA	880-1	451 (500-1)	880-1¼ 451 (500-1¼)	NA
CIRCLING	980-1	551 (600-1)	980-1½ 551 (600-1½)	NA



WAAS CH 53317 W22A	APP CRS 223°	Rwy Idg TDZE 4000 Apt Elev 429
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RNAV (GPS) RWY 22

MT. CARMEL MUNI (AJJ)

⚠ When VGSI inoperative, Straight-in/Circling Rwy 22 procedure NA at night. When VGSI inoperative, Circling Rwy 4 NA at night. Baro-VNAV NA when using Lawrenceville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all DA 26 feet and all MDA 40 feet.

MISSED APPROACH:
Climb to 2500 direct
SURDY and hold.

AWOS-3
134.9

EVANSVILLE APP CON★
125.6 267.9

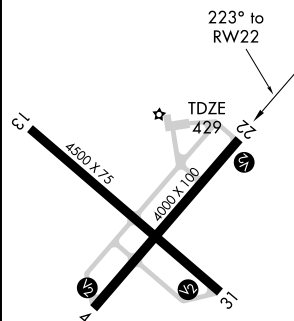
UNICOM
122.7 (CTAF) 0

Procedure NA for arrivals
at LISLE
via V221 eastbound
and V7 northbound.



MISSED APCH FIX



ELEV 429



REIL Rwy 4, 22 and 31 **0**
MIRL Rwy 4-22 and 13-31 **0**

2500 ↑		SURDY 		VGSI and RNAV glidepath not coincident.		RUOFF		4 NM Holding Pattern	
*LNAV only.		ZALRA 2.6 NM to RW22		HEGSI 2100		223°		043° → 2500 ← 223°	
		RW22		*1300		2100		GS 3.00° TCH 40	
2.6 NM		2.5 NM		6.1 NM					
CATEGORY		A		B		C		D	
LPV DA		679-1		250 (300-1)				NA	
LNAV/ VNAV DA		888-1¾		459 (500-1¾)				NA	
LNAV MDA		860-1		431 (500-1)		860-1¼ 431 (500-1¼)		NA	
CIRCLING		980-1		551 (600-1)		980-1½ 551 (600-1½)		NA	

APP CRS	Rwy ldg	4500
313°	TDZE	429
	Apt Elev	429

RNAV (GPS) RWY 31

MT. CARMEL MUNI (AJG)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lawrenceville altimeter setting and increase all MDA 40 feet and increase LNAV Cat. D visibility ¼ mile.

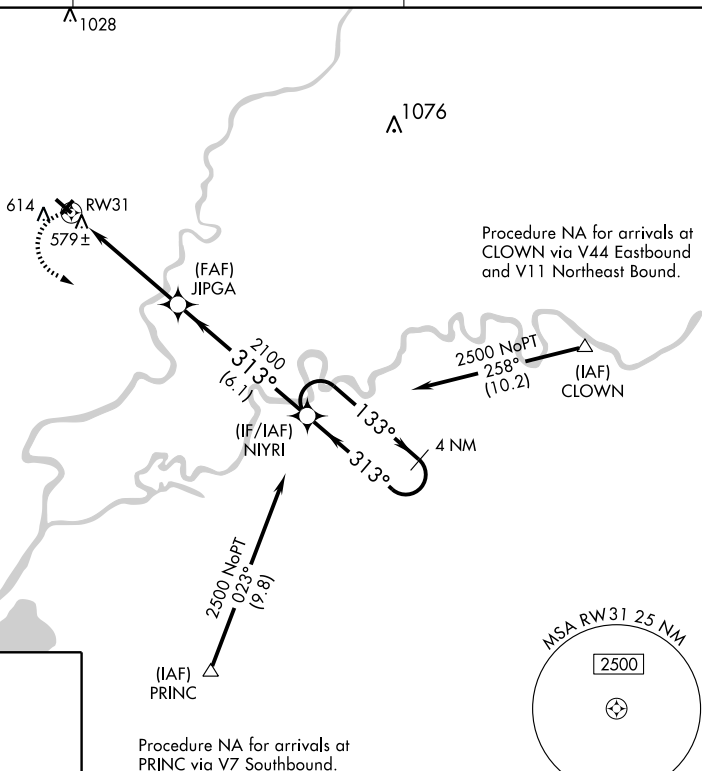
△ NA

MISSED APPROACH: Climbing left to turn 2500 direct NIYRI and hold.

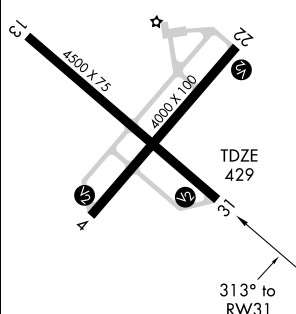
AWOS-3
134.9

EVANSVILLE APP CON★
125.6 267.9

UNICOM
122.7 (CTAF)



ELEV 429



REIL Rws 4, 22 and 31
MIRL Rws 4-22 and 13-31

MT. CARMEL, ILLINOIS

Orig 09015

38° 36'N-87° 44'W

MT. CARMEL MUNI (AJG)

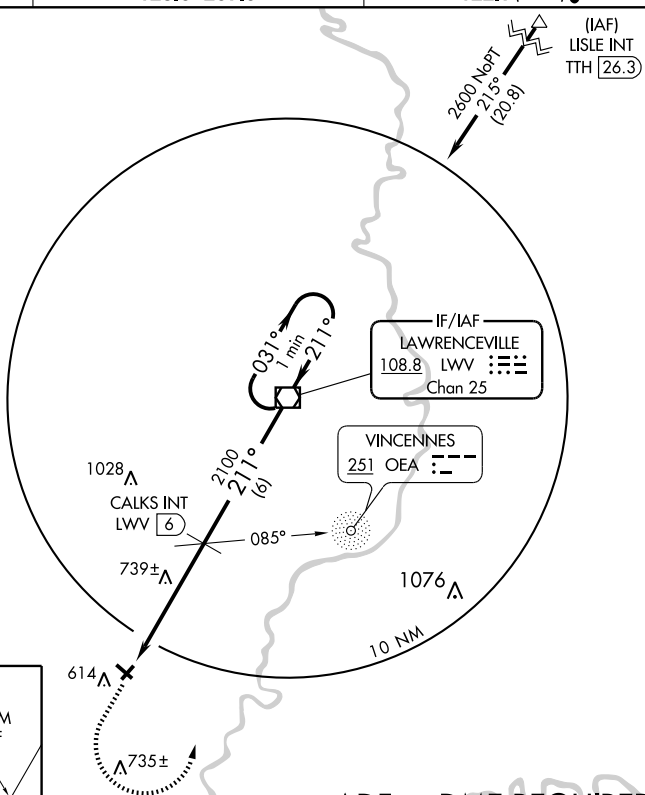
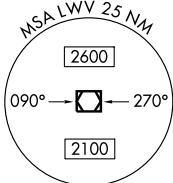
RNAV (GPS) RWY 31

	NIYRI				4 NM Holding Pattern			
CATEGORY		A		B		C		D
LNAV MDA		840-1 411 (500-1)		840-1½ 411 (500-1½)		840-1½ 411 (500-1½)		980-2 551 (600-2)
CIRCLING		980-1 551 (600-1)		980-1½ 551 (600-1½)		980-1½ 551 (600-1½)		980-2 551 (600-2)

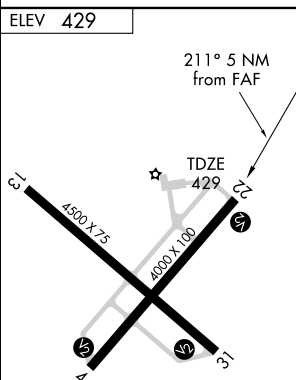
VGSI and descent angles not coincident.

VOR RWY 22
MT. CARMEL MUNI (AJG)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct LWV VOR/DME and hold.

UNICOM
122.7 (CTAF) **L**

ADF or DME REQUIRED



REIL Rwys 4, 22 and 31 **L**
MIRL Rwys 4-22 and 13-31 **L**

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-22	1000-1 571 (600-1)		1000-1½ 571 (600-1½)	NA
CIRCLING	1000-1 571 (600-1)		1000-1½ 571 (600-1½)	NA

MOUNT CARMEL MUNI (AJG) 12 N UTC-6(-5DT) N38°36.39' W87°43.60'

ST LOUIS

429 B S2 FUEL 100LL NOTAM FILE AJG

L-27D

RWY 13-31: H4500X75 (ASPH) MIRL

IAP

RWY 13: Tree. RWY 31: REIL. PVASI (PSIL)—GA 3.0° TCH 25'.

RWY 04-22: H4000X100 (ASPH) S-11 MIRL

RWY 04: REIL. PVASI (PSIL)—GA 3.0° TCH 29'. Tree.

RWY 22: REIL. PVASI (PSIL)—GA 3.0° TCH 29'. Road.

AIRPORT REMARKS: Attended 1400-2300Z†. Agriculture ops invof arpt.

Rwy 04 PSIL unusable byd 8° left of course. MIRL Rwy 04-22 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 13-31; REIL Rwy 04, Rwy 22 and Rwy 31, PVASI Rwy 04, Rwy 22 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 134.9 (618) 948-2184.**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ EVANSVILLE APP/DEP CON 125.6 (1200-0500Z†)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 128.3 (0500-1200Z†)

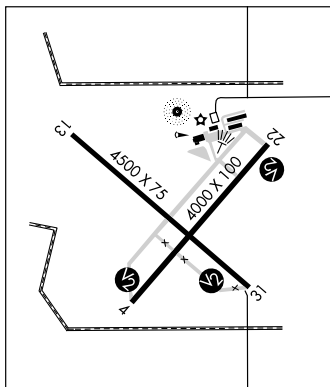
RADIO AIDS TO NAVIGATION: NOTAM FILE LWV.

LAWRENCEVILLE (T) VORW/DME 108.8 LWV Chan 25 N38°46.19'

W87°36.23' 212° 11.4 NM to fld. 430/1W.

NDB (MHW) 524 AJG N38°36.71' W87°43.53' at fld. NOTAM

FILE AJG.

**MOUNT HAWLEY AUXILIARY** (See PEORIA)**MOUNT MORRIS****OGLE CO** (C55) 2 SE UTC-6(-5DT) N42°02.24' W89°23.57'

CHICAGO

929 B TPA—See Remarks NOTAM FILE IKK

RWY 09-27: 2640X200 (TURF) LIRL (NSTD)

RWY 09: Trees.

AIRPORT REMARKS: Unattended. ACTIVATE NSTD LIRL Rwy 09-27 and rotating bcn—CTAF. Rwy 09-27 NSTD LIRL due to spacing; ints and non-frangible—orange cones adjacent to lights. TPA 1729 (800) TPA for ultralights 1329 (400). +10' corn may be on rwy ends during growing season.

COMMUNICATIONS: CTAF 122.9**MOUNT STERLING MUNI** (I63) 2 W UTC-6(-5DT) N39°59.12' W90°48.25'

ST LOUIS

734 B FUEL 100LL, JET A NOTAM FILE STL

H-5D, L-27B

RWY 18-36: H5905X75 (ASPH) MIRL 0.3% up N

IAP

RWY 18: PVASI (PSIL)—GA 3.0° TCH 25'. Pole.

RWY 36: PVASI (PSIL)—GA 3.0° TCH 27'. Tree.

AIRPORT REMARKS: Attended irregularly. Fuel now avbl to public-self service. ACTIVATE MIRL Rwy 18-36—CTAF.

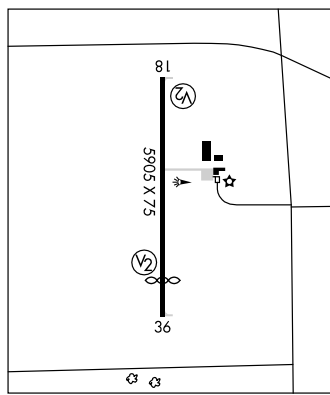
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ KANSAS CITY CENTER APP/DEP CON 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.87'

W91°16.74' 064° 23.4 NM to fld. 715/5E. HIWAS.



WAAS
CH **97712**
W36A

APP CRS
360°

Rwy Idg **5905**
TDZE **725**
Apt Elev **734**

RNAV (GPS) RWY 36

MOUNT STERLING MUNI (I63)



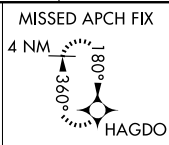
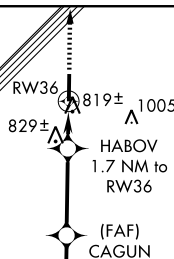
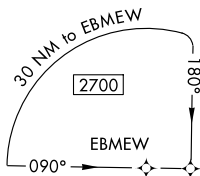
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase all DA 5 feet, increase all MDA 20 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct HAGDO and hold.

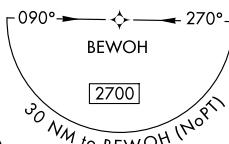
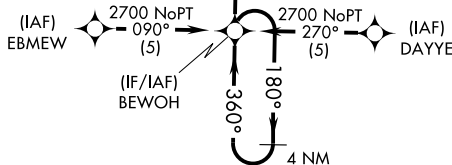
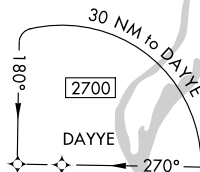
QUINCY ASOS
121.425

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) 0



PRUITT A MOA



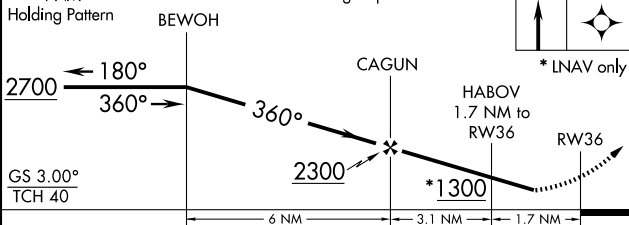
1181 A

ELEV 734

4 NM
Holding Pattern

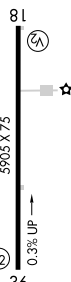
VGSI and RNAV glidepath not coincident.

2700 HAGDO



CATEGORY	A	B	C	D
LPV DA	1074-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1136-1½ 411 (500-1½)			
LNAV MDA	1140-1	415 (500-1)	1140-1¼	415 (500-1¼)
CIRCLING	1200-1	466 (500-1)	1200-1½	1300-2
			466 (500-1½)	566 (600-2)

TDZE
725



MIRL Rwy 18-36 0

VORTAC UIN	APP CRS	Rwy Idg	N/A
113.6	064°	TDZE	N/A
Chan 83		Apt Elev	734

VOR/DME-A

MOUNT STERLING MUNI (I63)

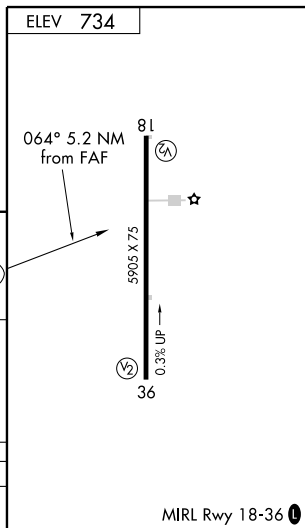
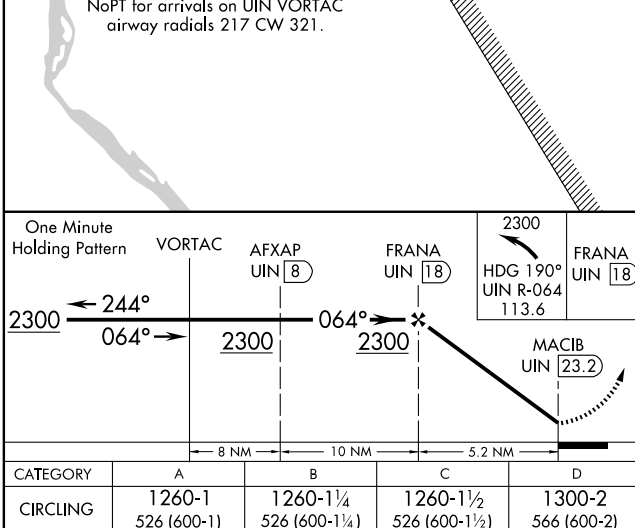
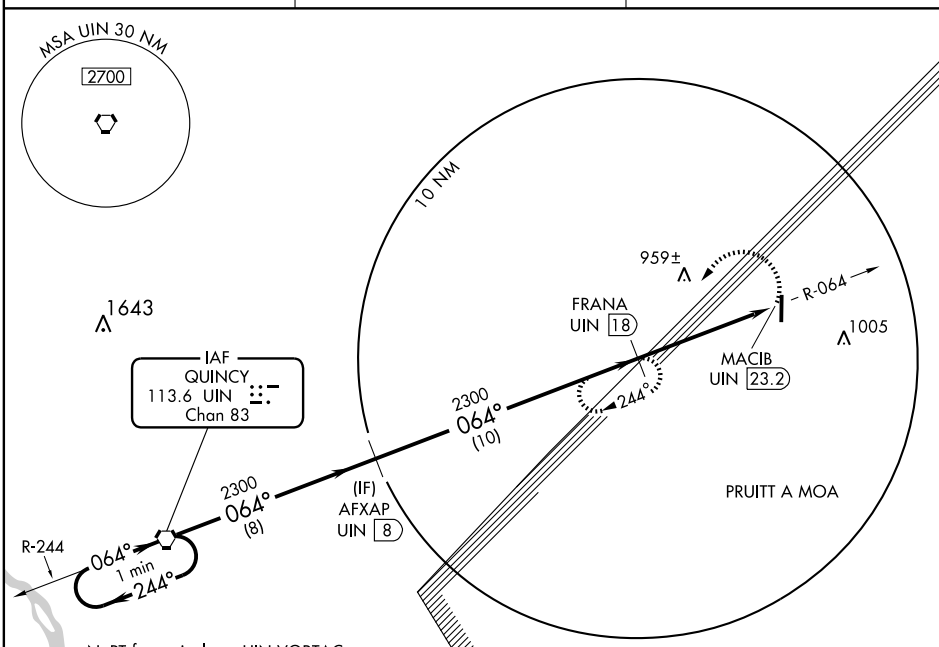
NA Use Quincy altimeter setting; when not received, use Pittsfield altimeter setting and increase Circling Cats A/B/C MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2300 via heading 190° and UIN VORTAC R-064 to FRANA/18 DME and hold.

QUINCY ASOS
121.425

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) 0



MOUNT VERNON (MVN) 3 E UTC-6(-5DT) N38°19.40' W88°51.51'

ST LOUIS

480 B S4 FUEL 100LL, JET A OX 2 Class IV, ARFF Index A NOTAM FILE MVN

H-5E, L-27C

RWY 05-23: H6496X150 (ASPH-GRVD) S-50, D-90, 2S-95, 2D-110 HIRL

IAP

RWY 05: VASI(V4L)—GA 3.0° TCH 32.2'. Thld dspcd 774'. Railroad.

RWY 23: MALSR. Trees.

RWY 15-33: H3146X100 (ASPH-PFC) S-12 MIRL 0.7% up NW

RWY 15: Tree. RWY 33: Railroad.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-6496 TODA-6496 ASDA-6496 LDA-5722

RWY 23: TORA-5572 TODA-5572 ASDA-5572 LDA-5572

AIRPORT REMARKS: Attended 1230-0200Z†. For svcs after hrs call 618-315-5462. Migratory waterfowl and deer on and invof arpt. Rwy 15-33 not avbl for air carrier ops with more than 30 passenger seats. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90-day PPR, call 618-242-7016. SW General Aviation apron clsd except by PPR from arpt manager ctc 618-242-7016. Rwy 05 also 18' railroad 238' from rwy end 498' right of centerline 2:1 slope. Heliport for private use by Air-Evac Lifteam only. ACTIVATE MIRL Rwy 15-33 and HIRL Rwy 05-23; MALSR Rwy 23—CTAF.

WEATHER DATA SOURCES: AWOS-3 113.8 VNN (618) 242-7933**COMMUNICATIONS:** CTAF/UNICOM 123.0

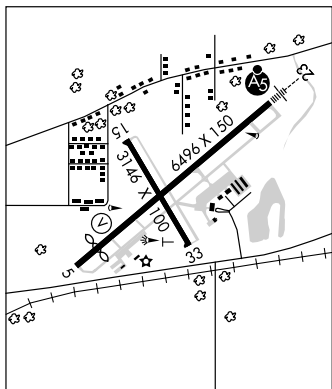
RCO 122.05R 113.8T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

RADIO AIDS TO NAVIGATION: NOTAM FILE MVN.

(L) VOR/DME 113.8 VNN Chan 85 N38°21.72' W88°48.44' 224° 3.3 NM to fld. 558/2E. AWOS-3.

ILS 111.7 I-MVN Rwy 23. Class IE.

**NEWARK****CUSHING FLD LTD** (ØC8) 2 SW UTC-6(-5DT) N41°31.17' W88°36.34'

CHICAGO

640 FUEL MOGAS TPA-1440(800) NOTAM FILE IKK

RWY 18-36: 2831X180 (TURF) LIRL (NSTD)

RWY 18: Thld dspcd 380'. P-line. RWY 36: Thld dspcd 250'. Fence.

AIRPORT REMARKS: Attended irregularly. Ultralight activity on and invof arpt. ACTIVATE LIRL Rwy 18-36—CTAF. Rwy 18-36 NSTD LIRL lghts ints varies; non FAA approved L-800 series. Rwy 18 P-line marked with orange balls. Rwy 18-36 dspcd thlds marked with orange and white painted wood with one red lgt adjacent to each marker.

COMMUNICATIONS: CTAF/UNICOM 122.7**NORTHBROOK** N42°13.29' W87°57.11' NOTAM FILE IKK.

CHICAGO

(H) VOR/DME 113.0 OBK Chan 77 163° 6.8 NM to Chicago Executive. 758/2W.

COPTER

DME unusable 215°-330° byd 35 NM blo 3000'.

H-5E, L-28H, A

OGLE CO (See MOUNT MORRIS)

LOC I-MVN 111.7	APP CRS 231°	Rwy Idg TDZE Apt Elev	6496 471 480
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ILS RWY 23

MOUNT VERNON (MVN)



MALSR

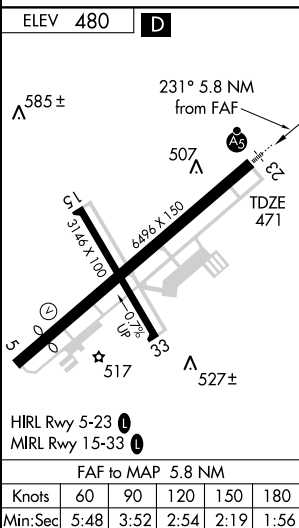
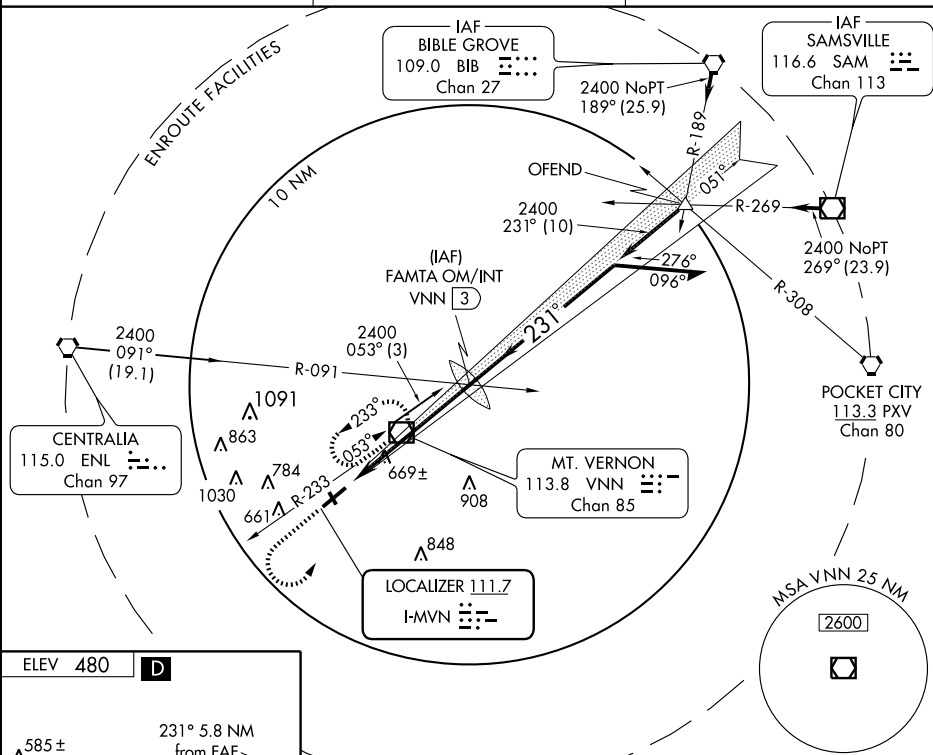


MISSED APPROACH: Climb to 2400 then left turn direct VNN VOR/DME and hold.

AWOS-3
113.8

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.0 (CTAF)



2400

VNN

113.8

FAMTA

INT/OM

VNN

3

Remain

within 10 NM

VNN

2.8

2382

051°

231°

2400

GS 3.00°

TCH 52

5.8 NM

CATEGORY	A	B	C	D
S-ILS 23	671-1/2 200 (200-1/2)			
S-LOC 23	920-1/2 449 (500-1/2)		920-3/4 449 (500-3/4)	920-1 449 (500-1)
CIRCLING	980-1 500 (500-1)		1000-1 1/2 520 (600-1 1/2)	1140-2 660 (700-2)

MOUNT VERNON, ILLINOIS

Amdt 11 08325

38°19'N-88°52'W

MOUNT VERNON (MVN)

ILS RWY 23

WAAS CH 48910 W05A	APP CRS 051°	Rwy Idg TDZE Apt Elev	5722 470 480
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RNAV (GPS) RWY 5

MOUNT VERNON (MVN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Centralia altimeter setting and increase all DA 45 feet, all MDA 60 feet, and increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. D visibility ¼ mile. Baro-VNAV NA when using Centralia altimeter setting.

MISSED APPROACH:
Climb to 2400 direct
OFEND and hold.

AWOS-3
113.8

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.0 (CTAF) 0

Procedure NA for arrivals at
CRATS via V429 Northeast bound.

MISSED APCH FIX
4 NM
051°
231°
OFEND

Procedure NA for arrivals at
AYAZE via V67 Northbound.

(IAF)
AYAZE

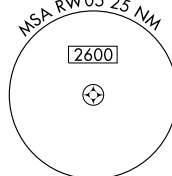
(IF/IAF)
GEJTO

2100
051°
(6.1)

051°
231°
4 NM

Procedure NA for arrivals at
EWING via V29 Southbound.

(IAF)
EWING



1389
Λ

4 NM
Holding Pattern

VGSI and RNAV
glidepath not coincident.

2400
OFEND

3000
GS 3.00°
TCH 55

2100

1320*

HESUR
2.5 NM
to RW05

*LNAV Only.

RW05

6.1 NM

2.4 NM

2.5 NM

CATEGORY	A	B	C	D
LPV DA	802-1¼	332 (400-1¼)		
LNAV/VNAV DA	838-1¼	368 (400-1¼)		
LNAV MDA	880-1 410 (400-1)	880-1¼ 410 (400-1¼)		
CIRCLING	1000-1 520 (600-1)	1000-1½ 520 (600-1½)	1140-2 660 (700-2)	

ELEV 480

D

Λ 585±

Λ 568±

Λ 507

Λ 527±

Λ 517

TDZE 470

051° to RW05

517

517

517

517

WAAS CH 58010 W23A	APP CRS 231°	Rwy Idg 5572 TDZE 471 Apt Elev 480
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RNAV (GPS) RWY 23

MOUNT VERNON (MVN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. When local altitude setting not received, use Centralia altimeter setting and increase all DA 45 feet and all MDA 60 feet, and increase LNAV Cat. C/D and Circling Cat. D visibility ¼ mile. For inoperative MALSR, when using Centralia altimeter setting, increase LPV all Cats. visibility to 1 mile. VDP and Baro-VNAV NA when using Centralia altimeter setting.

MALSR

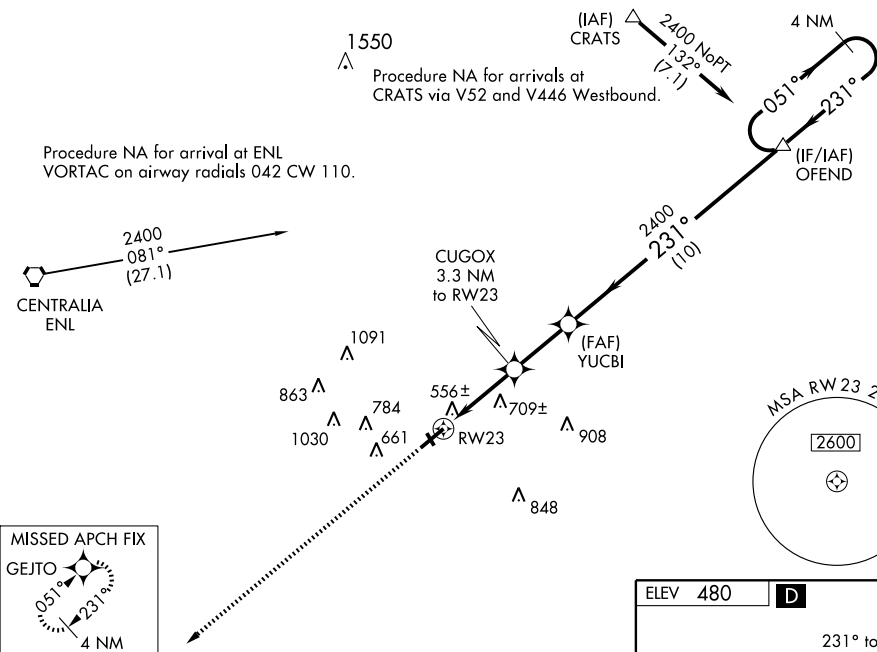


MISSED APPROACH:
Climb to 3000 direct
GEJTO and hold.

AWOS-3
113.8



KANSAS CITY CENTER
127.7 317.7

UNICOM
123.0 (CTAF) **L**

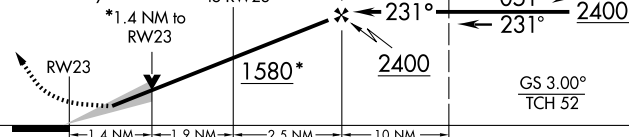


MISSED APCH FIX



3000	GEJTO
	

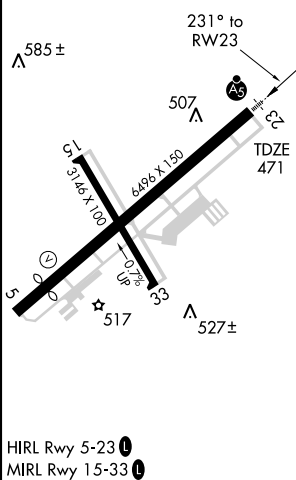
*LNAV Only.



CATEGORY	A	B	C	D
LPV DA	721-1½ 250 (300-1½)			
RNAV/DA	873-1 402 (400-1)			
RNAV MDA	960-1½ 489 (500-1½)	960-¾ 489 (500-¾)	960-1 489 (500-1)	
CIRCLING	1000-1 520 (600-1)	1000-1½ 520 (600-1½)	1140-2 660 (700-2)	

ELEV	480
------	-----

D



MOUNT VERNON, ILLINOIS
Orig 08325

38°19'N-88°52'W

MOUNT VERNON (MVN)
RNAV (GPS) RWY 23

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

VOR/DME VNN 113.8 Chgn 85	APP CRS 045°	Rwy Idg 5722 TDZE 469 Apt Elev 480
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VOR RWY 5
MOUNT VERNON (MVN)

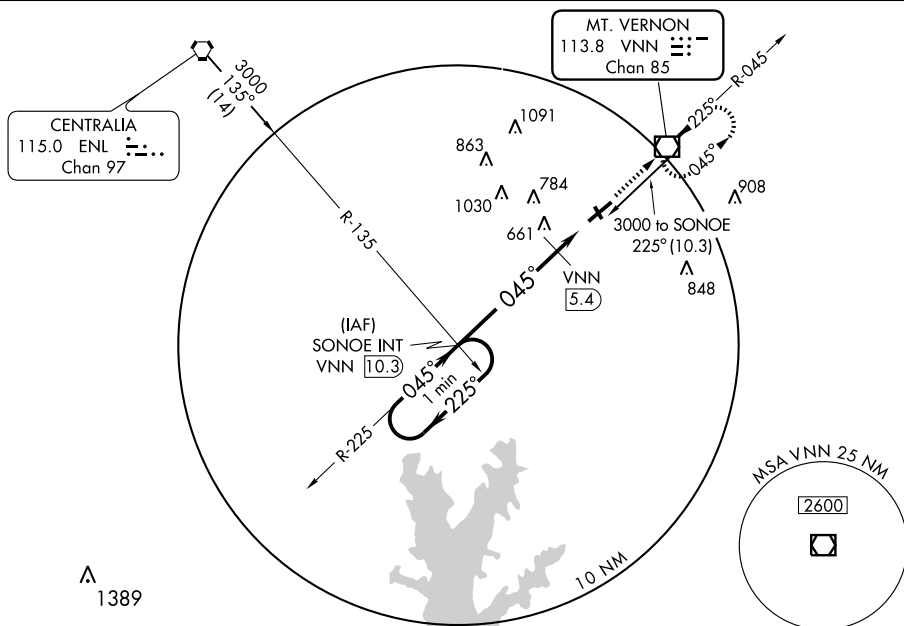


MISSED APPROACH: Climb to 3000 direct VNN VOR/DME and hold.

AWOS-3
113.8


KANSAS CITY CENTER
127.7 317.7

UNICOM
123.0 (CTAF) **L**



One Minute Holding Pattern

SONOE INT
VNN 10.3

3000 ↑	VNN  113.8
-----------	---

VGSI and descent angles not coincident.

$$\frac{3.01^\circ}{TCH\ 45}$$

1080

CATEGORY	A	B	C	D
S-5	1080-1 611 (600-1)		1080-1 $\frac{3}{4}$ 611 (600-1 $\frac{3}{4}$)	1080-2 611 (600-2)
CIRCLING	1080-1 600 (600-1)		1080-1 $\frac{3}{4}$ 600 (600-1 $\frac{3}{4}$)	1140-2 660 (700-2)

DME MINIMUMS

S-5	920-1	451 (500-1)	920-1 $\frac{1}{4}$ 451 (500-1 $\frac{1}{4}$)	920-1 $\frac{1}{2}$ 451 (500-1 $\frac{1}{2}$)
CIRCLING	980-1	500 (500-1)	1000-1 $\frac{1}{2}$ 520 (600-1 $\frac{1}{2}$)	1140-2 660 (700-2)

ELEV 480

D

 $585 \pm$

E

TD

46

15



1

1

HIR

MIR

--	--

14

Kn

Min:

MOUNT VERNON, ILLINOIS
Amdt 16B 08325

38°19'N-88°52'W

MOUNT VERNON (MVN)
VOR RWY 5

VOR/DME VNN
113.8
 Chan **85**

APP CRS
223°

Rwy Idg
 TDZE **471**
 Apt Elev **480**

VOR RWY 23
 MOUNT VERNON (MVN)

▼ For inoperative MALS, increase Cats. A and B visibility to 1 mile.

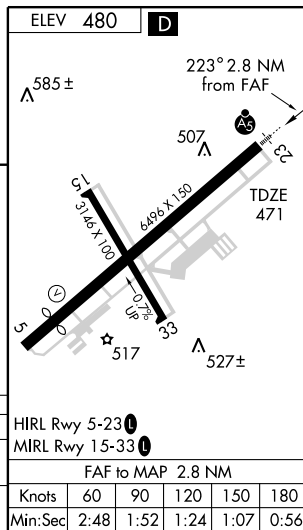
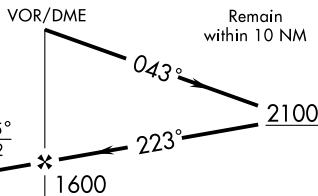
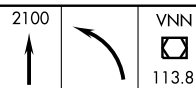
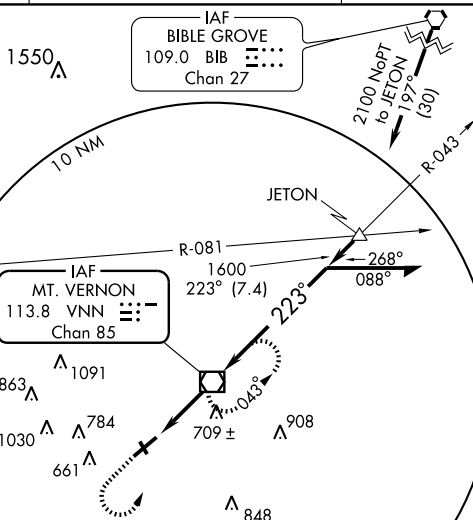


MISSED APPROACH: Climb to 2100 then left turn direct VNN VOR/DME and hold.

AWOS-3
113.8

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-23	960-3/4	489 (500-3/4)		960-1 489 (500-1)
CIRCLING	980-1	500 (500-1)	1000-1 1/2 520 (600-1 1/2)	1140-2 660 (700-2)

HIRL Rwy 5-23 L					
MIRL Rwy 15-33 L					
FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

OLNEY—NOBLE (OLY) 4 W UTC−6(−5DT) N38°43.31' W88°10.59'
 482 B S4 FUEL 100LL, JET A+ TPA—1282(800) NOTAM FILE OLY
 RWY 11–29: H4100X75 (ASPH) S–12 MIRL 0.3% up W
 RWY 11: REIL. VASI(V2L)—GA 3.0° TCH 25'. Road.
 RWY 29: VASI(V2L)—GA 3.0° TCH 25'. Tree.
 RWY 03–21: H3599X60 (ASPH) S–18, D–25 MIRL
 RWY 03: REIL. Tree. RWY 21: Trees.

AIRPORT REMARKS: Attended 1400Z±–2300Z±. For arpt attendance after hrs call 618–393–2967. Fuel 100LL and JET A+ avbl 24 hours with credit card. MIRL Rwy 11–29 preset on low ints—to increase ints and ACTIVATE VASI Rwy 11 and 29, REIL Rwy 11, MIRL Rwy 03–21 and REIL Rwy 03—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.275 (618) 393–4416.

COMMUNICATIONS: CTAF/UNICOM 123.0

SAMSVILLE RCO 122.1R 116.6T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.7

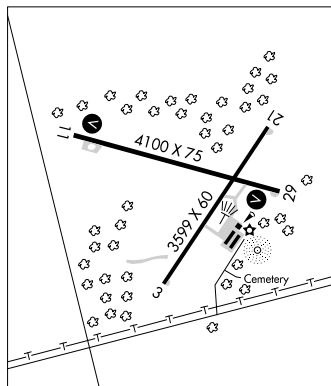
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

SAMSVILLE (L) VOR/DME 116.6 SAM Chan 113 N38°29.11' W88°05.15' 340° 14.8 NM to fld. 540/3E.

NDB (MHW) 272 OLY N38°43.09' W88°10.37' at fld.

NOTAM FILE OLY.

ILS/DME 110.5 I–LZW Chan 42 Rwy 11. LOC unusable byd 20 degrees right of course.



ST LOUIS

L–27C

IAP

OTTAWA N41°21.75' W88°51.26' NOTAM FILE IKK.
 NDB (MHW) 266 at Skydive Chicago. VFR only. Out of svc indef.

CHICAGO

OTTAWA

SKYDIVE CHICAGO (8N2) 4 NE UTC−6(−5DT) N41°23.99' W88°47.64'

616 TPA—1416(800) NOTAM FILE IKK

RWY 03–21: H4522X50 (ASPH) S–12.5 LIRL

AIRPORT REMARKS: Attended 1400Z–dusk. Extensive parachute activity on and in/ov arpt. 268' cellular twr ½ mile WSW of Rwy 03. For noise abatement fly wide pattern Rwy 03. Ldg fee. ACTIVATE LIRL Rwy 03–21—122.725.

COMMUNICATIONS: CTAF 122.725 UNICOM 122.725

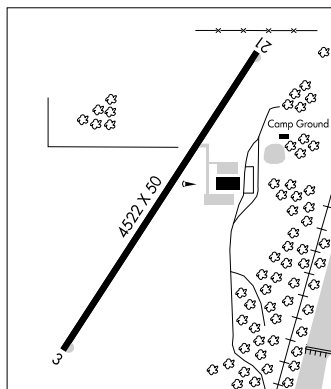
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

JOLIET (H) VORTAC 112.3 JOT Chan 70 N41°32.78'

W88°19.10' 246° at 23.2 NM to fld. 592/2E.

CHICAGO

L–28H



PALESTINE N39°00.85' W87°38.50' NOTAM FILE RSV.
 NDB (MHW) 391 PLX at Robinson Muni.

ST LOUIS

L–27D

PALMYRA

ZELMER MEM AIRPARK INC (5K1) 1 S UTC−6(−5DT) N39°25.20' W89°59.47'

663 FUEL 100LL, MOGAS TPA—1463(800) NOTAM FILE STL

RWY 18–36: H2900X32 (ASPH) LIRL

RWY 18: Building. RWY 36: Thld dsplcd 307'.

AIRPORT REMARKS: Attended irregularly, for attendant call 217–439–7497. ACTIVATE NSTD LIRL Rwy 18–36—CTAF.

Rwy 36 dsplcd thld marked with white line and three amber lgts on each side.

COMMUNICATIONS: CTAF 122.9.

ST LOUIS

PARIS N39°41.90' W87°40.45' NOTAM FILE PRG.

NDB (MHW) 341 PRG at Edgar Co. Unmonitored 2200–1400Z±.

ST LOUIS

L–27B

LOC/DME I-LZW 110.5 Chan 42	APP CRS 107°	Rwy Idg TDZE Apt Elev 4100 482
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LOC RWY 11

OLNEY-NOBLE (OLY)

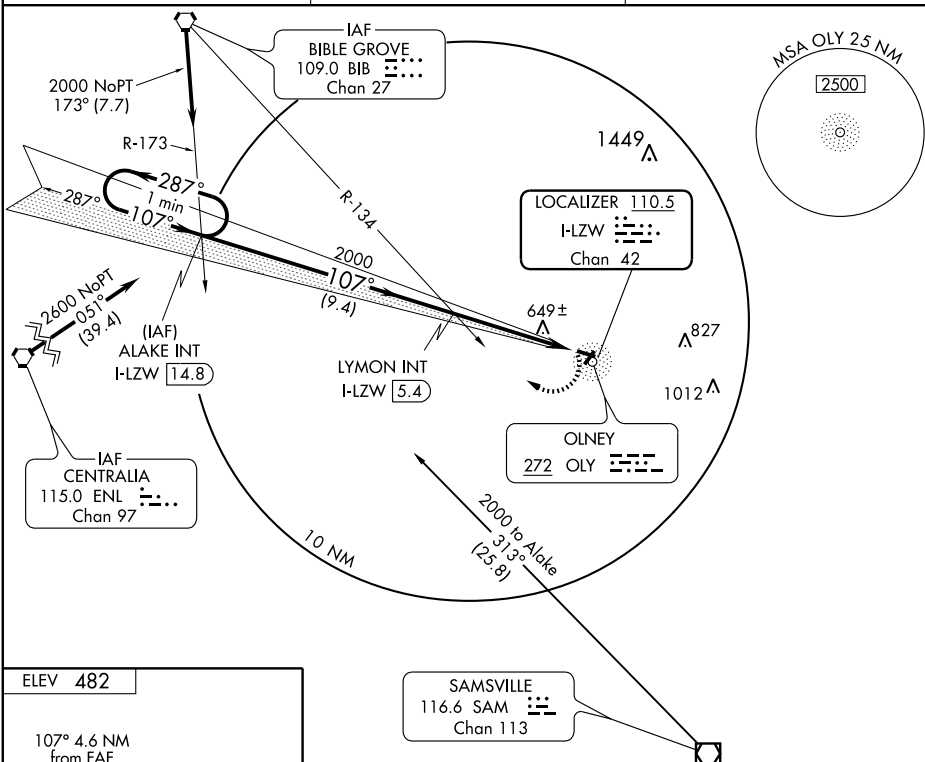
V If local altimeter setting not received, use Evansville altimeter setting and increase all MDAs 140 feet.
Δ NA VDP NA with Evansville altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via heading 320° and I-LZW West course to ALAKE INT/I-LZW 14.8 DME and hold.

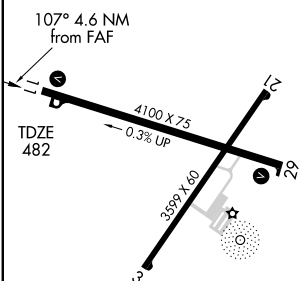
AWOS-3
119.275

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.0 (CTAF) 0



ELEV **482**



REIL Rwy 3 and 11
MIRL Rwy 3-21 and 11-29

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

OLNEY-NOBLE, ILLINOIS

Amdt 5 10098

One Minute
Holding Pattern

ALAKE INT
I-LZW **14.8**

LYMON INT
I-LZW **5.4**

2000
HDG 320°

I-LZW
W CRS
110.5

ALAKE
INT

2000 ← 287° 107° → 2000

VGSI and descent
angles not coincident.

I-LZW **2.1** I-LZW **0.8**

3.04° TCH 40

9.4 NM 3.3 NM 1.2 NM

CATEGORY	A	B	C	D
S-11	900-1	418 (500-1)	900-1½	418 (500-1½)
CIRCLING	960-1	478 (500-1)	960-1½ 478 (500-1½)	1040-2 558 (600-2)

OLNEY-NOBLE (OLY)

LOC RWY 11

38°43'N-88°11'W

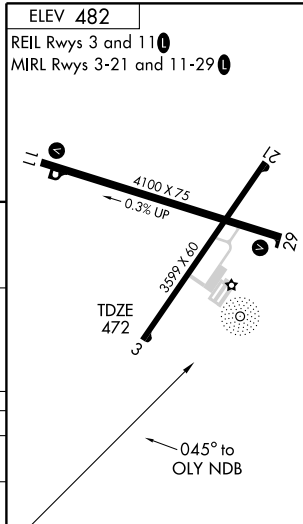
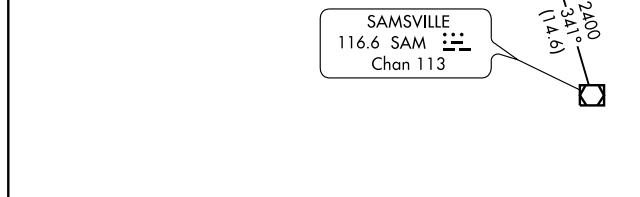
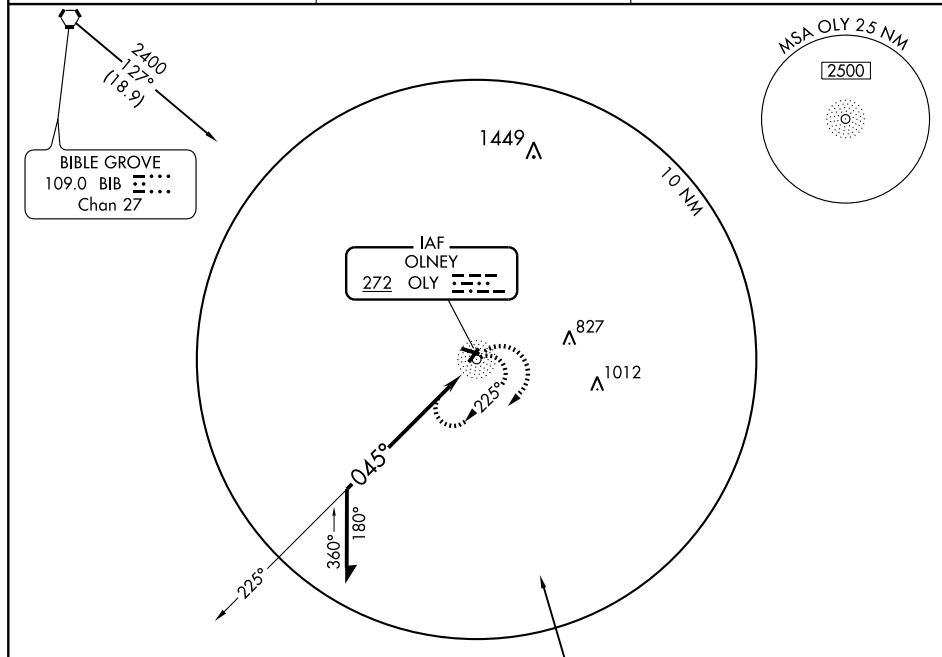
NDB OLY 272	APP CRS 045°	Rwy Idg TDZE Apt Elev	4100 472 482
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NDB RWY 3 OLNEY-NOBLE (OLY)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and increase S-3 Cat C and D and Circling Cat C visibility ½ mile and Circling Cat D visibility ¼ mile. Procedure NA at night.

MISSED APPROACH:
Climbing right turn to 2400 in OLY NDB holding pattern.

AWOS-3 119.275	KANSAS CITY CENTER 127.7 317.7	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-3	1040-1 568 (600-1)		1040-1½ 568 (600-1½)	1040-1¾ 568 (600-1¾)
CIRCLING	1040-1 558 (600-1)		1040-1½ 558 (600-1½)	1040-2 558 (600-2)

APP CRS	Rwy Idg	4100
036°	TDZE	472
	Apt Elev	482

RNAV (GPS) RWY 3
OLNEY-NOBLE (OLY)

A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet and increase LNAV Cat C and D visibility $\frac{1}{2}$ mile and Circling Cat C and D visibility $\frac{1}{4}$ mile. Procedure NA at night.

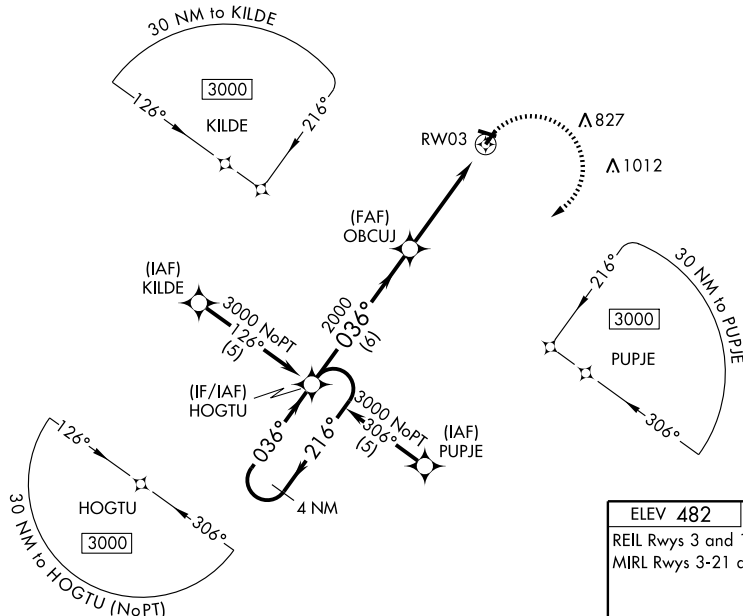
MISSED APPROACH:
Climbing right turn to
3000 direct HOGTU
and hold.

AWOS-3
119.275

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.0 (CTAF) 

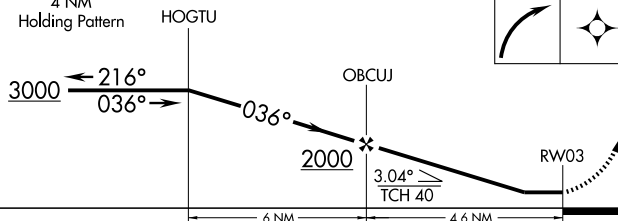
△ 1449

4 NM
Holding Pattern

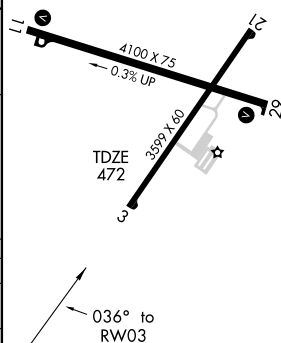
HOGTU

3000

HOGTU



CATEGORY	A	B	C	D
LNAV MDA	940-1	468 (500-1)	940-1 $\frac{1}{4}$ 468 (500-1 $\frac{1}{4}$)	940-1 $\frac{1}{2}$ 468 (500-1 $\frac{1}{2}$)
CIRCLING	960-1	478 (500-1)	960-1 $\frac{1}{2}$ 478 (500-1 $\frac{1}{2}$)	1040-2 558 (600-2)



OLNEY-NOBLE, ILLINOIS
Orig 08APR10

38°43'N-88°11'W

OLNEY-NOBLE (OLY)
RNAV (GPS) RWY 3

EC-3. 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

APP CRS **107°**
 Rwy Idg **4100**
 TDZE **482**
 Apt Elev **482**

RNAV (GPS) RWY 11

OLNEY-NOBLE (OLY)

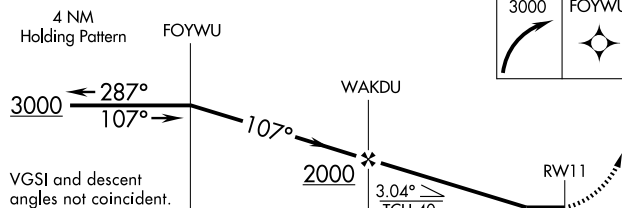
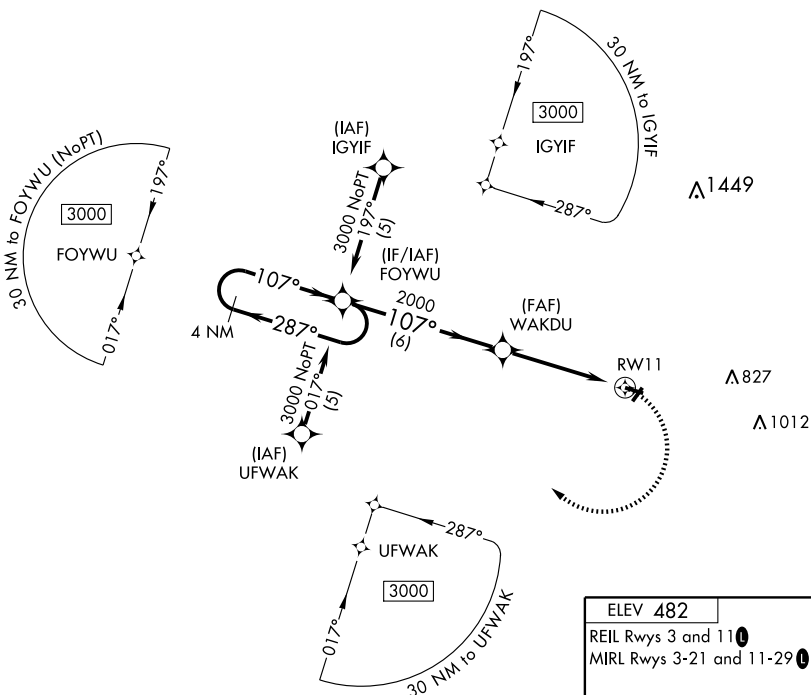
▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet; increase all Cat C and D visibilities ¼ mile. Procedure NA at night.

MISSED APPROACH:
 Climbing right turn to 3000 direct FOYWU and hold.

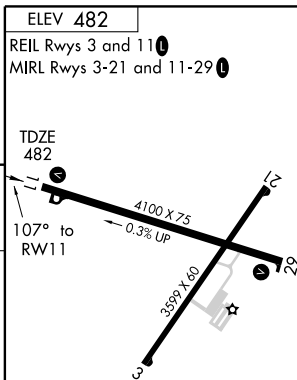
AWOS-3
119.275

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LNNAV MDA	920-1 438 (500-1)	920-1¼ 438 (500-1¼)	920-1½ 438 (500-1½)	920-1½ 438 (500-1½)
CIRCLING	960-1 478 (500-1)	960-1½ 478 (500-1½)	1040-2 558 (600-2)	1040-2 558 (600-2)



VOR/DME SAM 116.6 Chan 113	APP CRS 341°	Rwy Idg TDZE Apt Elev	N/A N/A 482
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VOR/DME-A OLNEY-NOBLE (OLY)

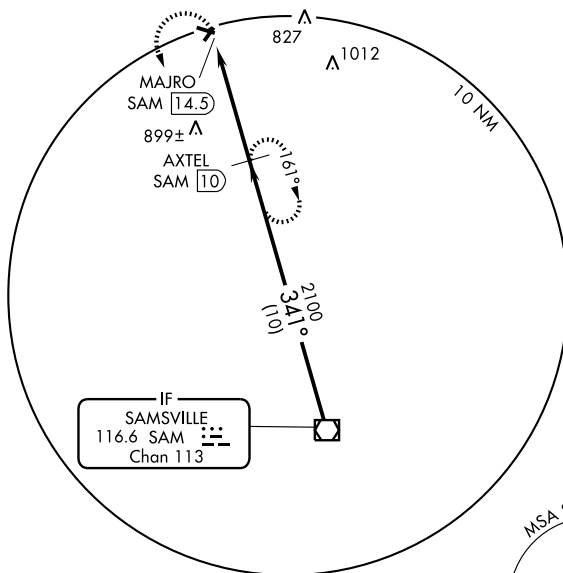
Procedure NA at night. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 140 feet, increase Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2100 via SAM VOR/DME R-341 to AXTEL/SAM 10 DME and hold.

AWOS-3
119.275

KANSAS CITY CENTER
127.7 317.7

UNICOM
123.0 (CTAF) **0**

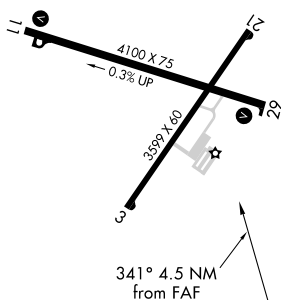


MSA SAM 25 NM


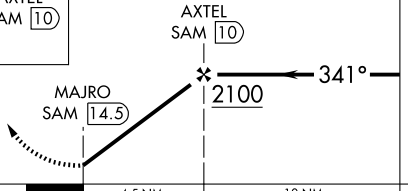
2500

1029±

ELEV 482



341° 4.5 NM
from FAF

<div><div>2100</div><div></div><div>SAM R-341 116.6</div></div>		<div>AXTEL SAM 10</div>	<div>VOR/DME</div>			
		<div>AXTEL SAM 10</div>	<div></div>	<div>2100</div>	<div>341°</div>	<div>2100</div>
		<div>MAJRO SAM 14.5</div>	<div>4.5 NM</div>	<div>10 NM</div>	<div>Procedure Turn NA</div>	
CATEGORY	A	B	C	D		
CIRCLING	960-1 478 (500-1)		960-1½ 478 (500-1½)	1040-2 558 (600-2)		

REIL Rwys 3 and 11 **0**
MIRL Rwys 3-21 and 11-29 **0**

PARIS

EDGAR CO (PRG) 5 N UTC-6(-5DT) N39°42.01' W87°40.18'

654 B FUEL 100LL TPA-1454(800) NOTAM FILE PRG

RWY 09-27: H4502X75 (ASPH) S-12.5 MIRL

RWY 09: PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z†, Sat 1400-2000Z†, Sun on call. Rwy 09 VASI and Rwy 27 VASI unusable byd 5° left/rgt of centerline. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE PVASI Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (217) 465-4304.

COMMUNICATIONS: CTAF/UNICOM 123.0

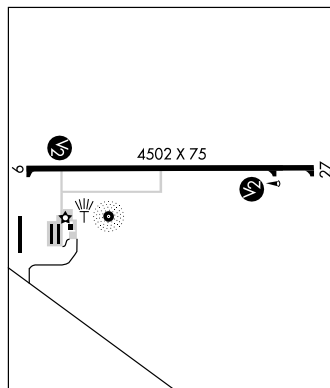
Ⓡ HULMAN APP/DEP CON 125.45, 118.3 (1100-0300Z†)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34' W87°14.94' 301° 23.3 NM to fld. 606/2E. **HIWAS.**

PARIS NDB (MHW) 341 PRG N39°41.90' W87°40.45' at fld. Unmonitored 2200-1400Z†. NOTAM FILE PRG.



PAXTON (1C1) 2 SW UTC-6(-5DT) N40°26.94' W88°07.67'

779 B S4 FUEL 100LL, MOGAS TPA-1579(800) NOTAM FILE STL

RWY 18-36: H3409X50 (ASPH) S-12.5 MIRL (NSTD) 0.7% up N

RWY 18: REIL. TRCV(TRIL)—GA 3.0°. TCH 50'. Thld dspcd 800'. Tree.

RWY 36: TRCV(TRIL)—GA 3.0° TCH 50'. Tree.

AIRPORT REMARKS: Attended irregularly. Maintenance on call phone 217-249-2296 avbl May thru Sep. Rwy 18 dspcd thld painted white line across rwy. Rwy 18-36 NSTD MIRL—fixture spacing and lgt ints varies.

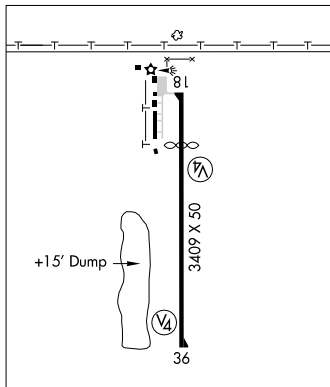
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z†)

Ⓡ CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ROBERTS (L) VOR/DME 116.8 RBS Chan 115 N40°34.90' W88°09.86' 166° 8.1 NM to fld. 780/2E.



CHICAGO

L-27C

IAP

NDB PRG 341	APP CRS 262°	Rwy Idg TDZE Apt Elev	4502 651 654
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NDB RWY 27

PARIS/ EDGAR COUNTY (PRG)

▼ When local altimeter setting not received, use Terre Haute Infil-Hulman Field altimeter setting and increase all MDAs 80 feet, and all Cat C visibilities ¼ mile. Visibility reduction by helicopters NA.

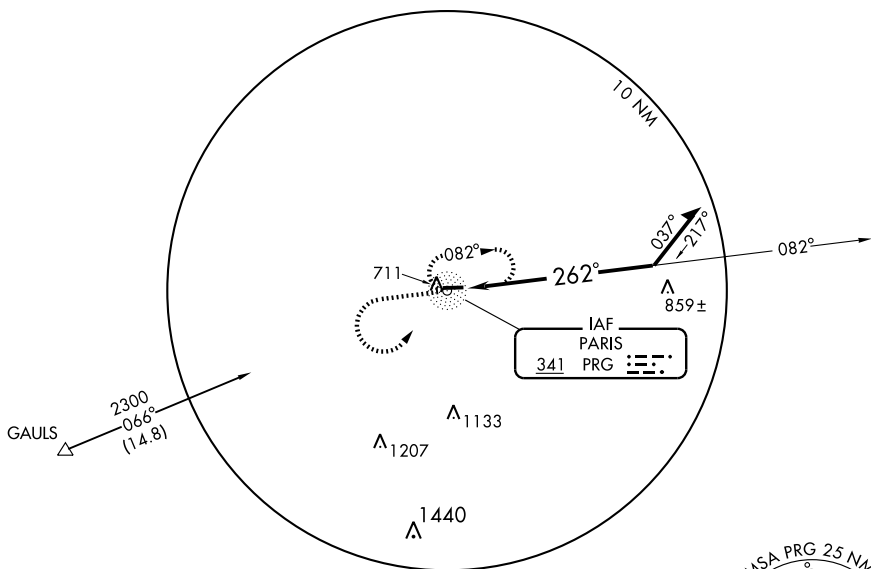
▲ NA

MISSED APPROACH: Climb to 2300 then left turn direct PRG NDB and hold.

AWOS-3
124.175

HULMAN APP CON ★
125.45 339.8

UNICOM
123.0 (CTAF) 0



ELEV 654



2300
↑

PRG
341

PRG
341

NDB

Remain
within 10 NM

2300

262°

082°

CATEGORY	A	B	C	D
S-27	1220-1	569 (600-1)	1220-1½ 569 (600-1½)	NA
CIRCLING	1220-1	566 (600-1)	1220-1½ 566 (600-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27 **0**

PARIS, ILLINOIS

Amdt 10 07354

PARIS/ EDGAR COUNTY (PRG)

39° 42' N-87° 40' W

NDB RWY 27

APP CRS	Rwy ldg	4502
087°	TDZE	654
	Apt Elev	654

RNAV (GPS) RWY 9

PARIS/ EDGAR COUNTY (PRG)

▼ When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

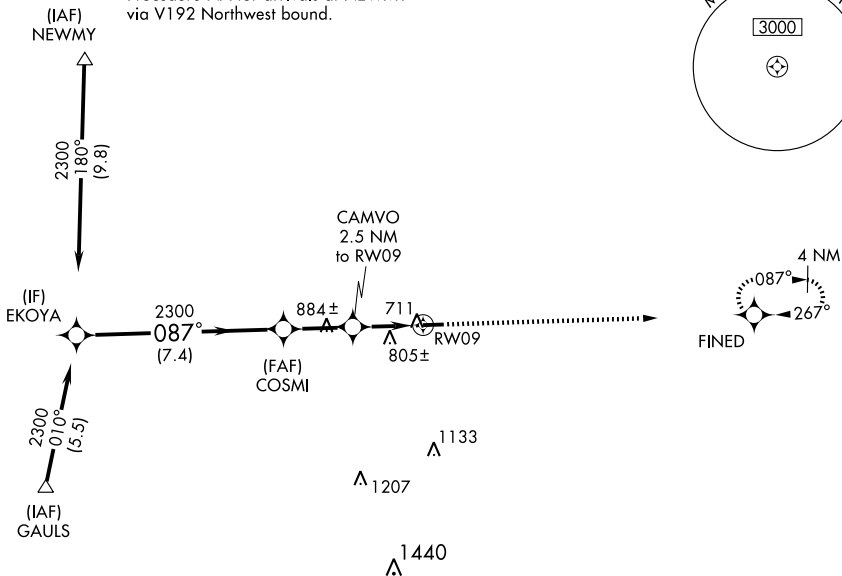
MISSED APPROACH: Climb to 2300 direct FINED and hold.

AWOS-3
124.175

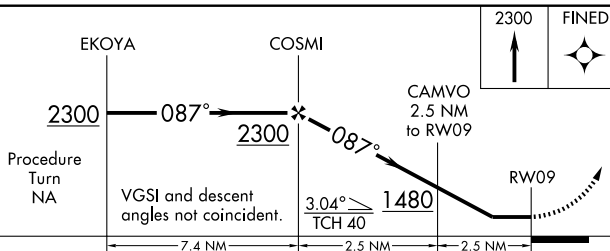
HULMAN APP CON ★
125.45 339.8

UNICOM
123.0 (CTAF) 0

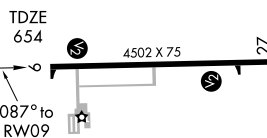
Procedure NA for arrivals at NEWMY via V192 Northwest bound.



ELEV **654**



CATEGORY	A	B	C	D
LNNAV MDA	1060-1 406 (500-1)	1060-1¼ 406 (500-1¼)	1060-1½ 406 (500-1½)	NA
CIRCLING	1080-1 426 (500-1)	1120-1 466 (500-1)	1120-1½ 466 (500-1½)	NA



REIL Rwy 27
MIRL Rwy 9-27 0

APP CRS	Rwy Idg	4502
267°	TDZE	651
	Apt Elev	654

RNAV (GPS) RWY 27

PARIS/EDGAR COUNTY (PRG)

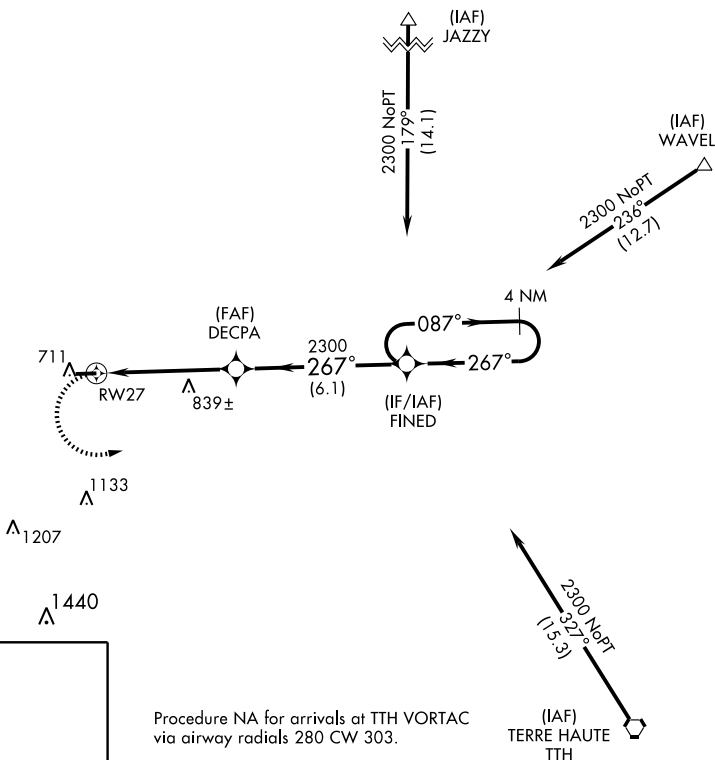
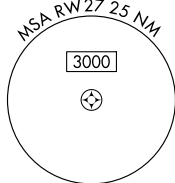
When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDAs 80 feet, and LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2300 direct FINED and hold.

AWOS-3
124.175

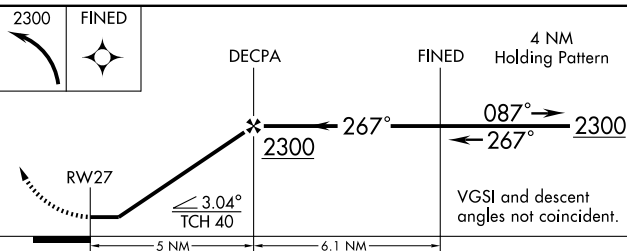
HULMAN APP CON ★
125.45 339.8

UNICOM
123.0 (CTAF) 0



ELEV 654

Procedure NA for arrivals at TTH VORTAC via airway radials 280 CW 303.



REIL Rwy 27
MIRL Rwy 9-27 0

VORTAC TTH <u>115.3</u> Chan 100	APP CRS 301°	Rwy Idg TDZE Apt Elev	N/A N/A 654
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VOR/DME-A
PARIS/ EDGAR COUNTY (PRG)

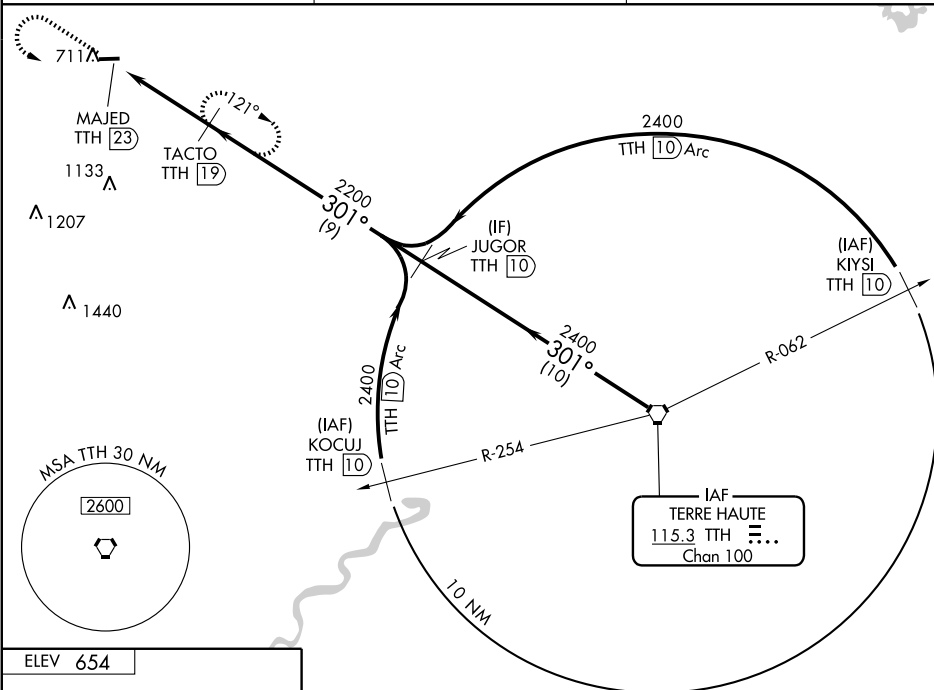
T When local altimeter setting not received, use Terre Haute
A Intl-Hulman Field, IN altimeter setting and increase all MDA 80 feet;
increase Cat C visibility $\frac{1}{4}$ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 then left turn heading 080° and TTH VORTAC R-301 to TACTO/TTH 19 DME and hold.

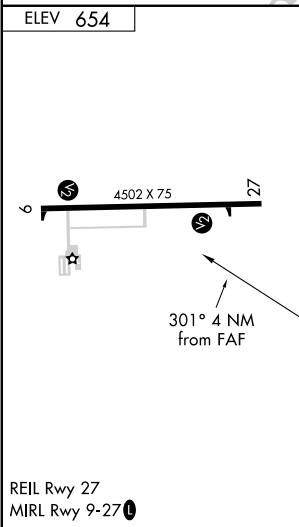
AWOS-3
124.175

HULMAN APP CON ★
125.45 339.8

UNICOM
123.0 (CTAF) **L**



Procedure NA for arrival
on TTH VORTAC
airway radials 280 CW 342.



2200 ↑	hdg 080°	TTH R-301	TACTO TTH (19)	JUGOR TTH (10)	VORTAC
			2400	2400	2400
CATEGORY	A	B	C	D	
CIRCLING	1300-1 646 (700-1)	1300-1¼ 646 (700-1¼)	1300-1¾ 646 (700-1¾)	NA	

PARIS

EDGAR CO (PRG) 5 N UTC-6(-5DT) N39°42.01' W87°40.18'

654 B FUEL 100LL TPA-1454(800) NOTAM FILE PRG

RWY 09-27: H4502X75 (ASPH) S-12.5 MIRL

RWY 09: PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

RWY 27: REIL. PVASI(PSIL)—GA 3.0° TCH 25'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z†, Sat 1400-2000Z†, Sun on call. Rwy 09 VASI and Rwy 27 VASI unusable byd 5° left/rgt of centerline. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE PVASI Rwy 09 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 124.175 (217) 465-4304.

COMMUNICATIONS: CTAF/UNICOM 123.0

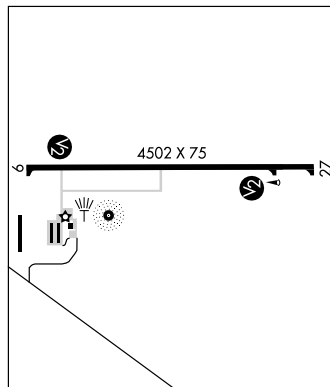
Ⓡ HULMAN APP/DEP CON 125.45, 118.3 (1100-0300Z†)

Ⓡ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE HUF.

TERRE HAUTE (H) VORTACW 115.3 TTH Chan 100 N39°29.34' W87°14.94' 301° 23.3 NM to fld. 606/2E. **HIWAS.**

PARIS NDB (MHW) 341 PRG N39°41.90' W87°40.45' at fld. Unmonitored 2200-1400Z†. NOTAM FILE PRG.



PAXTON (1C1) 2 SW UTC-6(-5DT) N40°26.94' W88°07.67'

779 B S4 FUEL 100LL, MOGAS TPA-1579(800) NOTAM FILE STL

RWY 18-36: H3409X50 (ASPH) S-12.5 MIRL (NSTD) 0.7% up N

RWY 18: REIL. TRCV(TRIL)—GA 3.0°. TCH 50'. Thld dspcd 800'. Tree.

RWY 36: TRCV(TRIL)—GA 3.0° TCH 50'. Tree.

AIRPORT REMARKS: Attended irregularly. Maintenance on call phone 217-249-2296 avbl May thru Sep. Rwy 18 dspcd thld painted white line across rwy. Rwy 18-36 NSTD MIRL—fixture spacing and lgt ints varies.

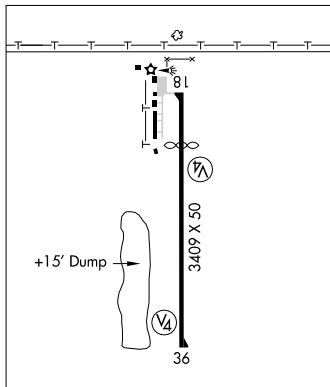
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z†)

Ⓡ CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ROBERTS (L) VOR/DME 116.8 RBS Chan 115 N40°34.90' W88°09.86' 166° 8.1 NM to fld. 780/2E.



CHICAGO

L-27C

IAP

APP CRS
183°Rwy Idg **2609**
TDZE **777**
Apt Elev **779****RNAV (GPS) RWY 18**

PAXTON (1C1)



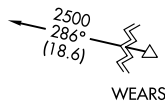
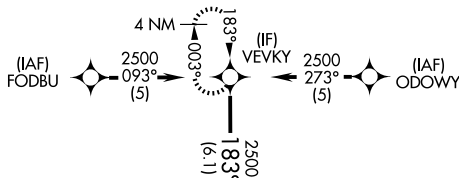
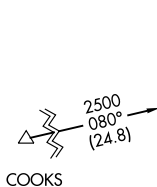
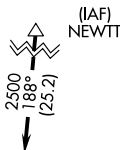
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Champaign-Urbana altimeter setting; when not received,
use Decatur altimeter setting and increase all MDA 80 feet;
increase LNAV and Circling Cat C visibility ¼ mile.

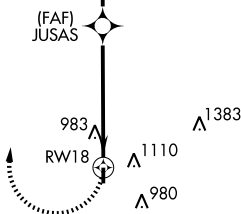
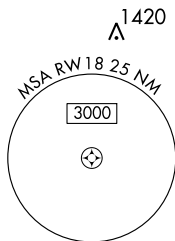
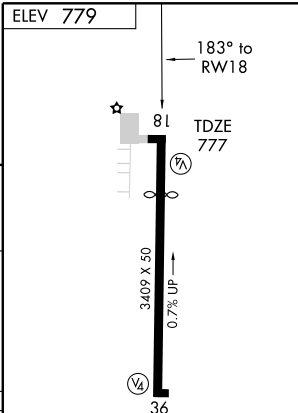
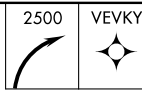
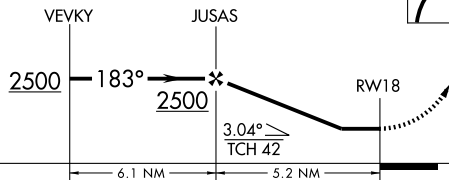
MISSED APPROACH: Climbing right
turn to 2500 direct VEVKY and hold.

CHAMPAIGN-URBANA ASOS
124.85CHAMPAIGN APP CON ★
121.35 291.0UNICOM
122.8 (CTAF)

Procedure NA for arrivals at NEWTT
on V191 Northbound
and on V173 Northeast bound.



Procedure NA for arrivals at WEARS
on V227 Eastbound.

Procedure
Turn NA

CATEGORY	A	B	C	D
LNAV MDA	1400-1	623 (700-1)	1400-1¾ 623 (700-1¾)	NA
CIRCLING	1540-1 761 (800-1)	1540-1¼ 761 (800-1¼)	1540-2¼ 761 (800-2¼)	NA

MIRL Rwy 18-36
REIL Rwy 18

VOR/DME RBS 116.8 Chan 115	APP CRS 166°	Rwy Idg 2609 TDZE 777 Apt Elev 779
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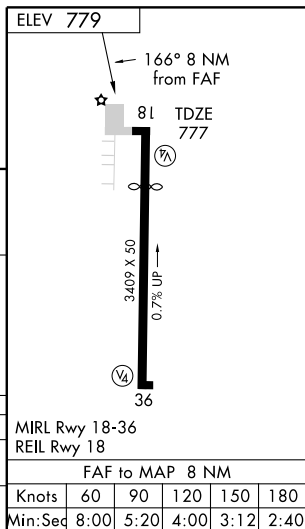
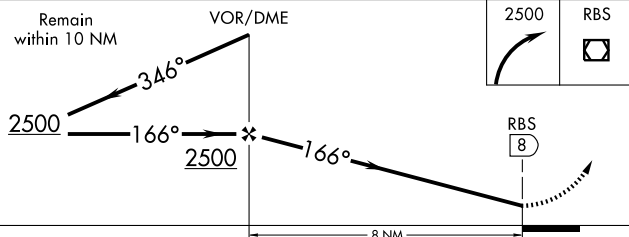
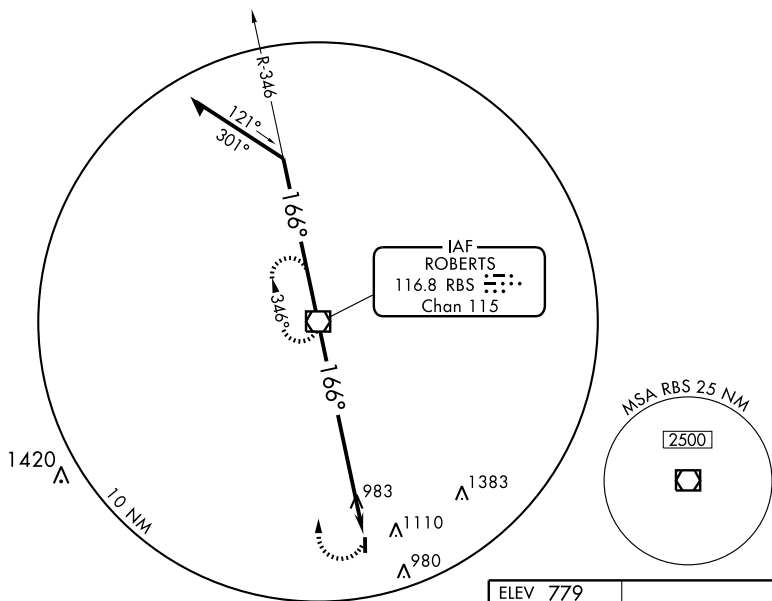
VOR RWY 18
PAXTON (1C1)

<p>▼</p> <p>▲ NA</p>	<p>Use Champaign-Urbana altimeter setting; when not received, use Decatur altimeter setting and increase all MDA 80 feet; increase S-18 and Circling Cat A visibility $\frac{1}{4}$ mile and S-18 Circling Cat C visibility $\frac{1}{2}$ mile.</p>	<p>MISSED APPROACH: Climbing right turn to 2500 direct RBS VOR/DME and hold.</p>
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CHAMPAIGN-URBANA ASOS
124.85

CHAMPAIGN APP CON ★
121.35 291.0

UNICOM
122.8 (CTAF)



PAXTON, ILLINOIS
Amdt 2 01JUL10

40°27'N - 88°08'W

PAXTON (1C1)
VOR RWY 18

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

PEKIN MUNI (C15) 4 S UTC-6(-5DT) N40°29.29' W89°40.55'

530 B FUEL 100LL, JET A TPA-1330(800) NOTAM FILE IKK

RWY 09-27: H5000X75 (ASP) S-15 HIRL

RWY 09: PAPI(P2L)—GA 3.0° TCH 20'.

RWY 27: PAPI(P2L)—GA 3.0° TCH 25'.

AIRPORT REMARKS: Attended 1400-2300Z†. ACTIVATE HIRL Rwy 09-27 and PAPIs Rwy 09 and Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PEORIA APP/DEP CON** 124.675

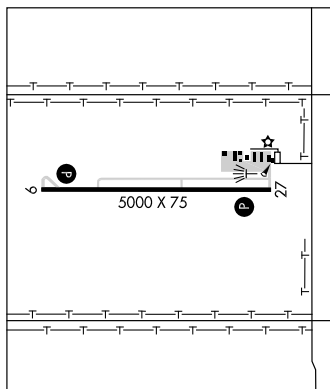
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80' W89°47.57' 151° 12.7 NM to fld. 730/4E.

CHICAGO

H-5D, L-27C

IAP



PEORIA N40°40.80' W89°47.57' NOTAM FILE PIA.

(L) VORTACW 115.2 PIA Chan 99 098° 4.6 NM to General Downing-Peoria Intl. 730/4E.

VOR portion unusable 009°-019° blo 8000' and between 25 and 35 NM.

RCO 122.35 (KANKAKEE RADIO)

CHICAGO

H-5D, L-27C

PEORIA

GENERAL DOWNING-PEORIA INTL (PIA) 4 W UTC-6(-5DT) N40°39.85' W89°41.60'

660 B S4 FUEL 100LL, JET A OX 1, 2 LRA Class I, ARFF Index B NOTAM FILE PIA

RWY 13-31: H10104X150 (CONC-GRVD) S-100, D-175, 2S-175, 2D-310 HIRL

RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 59'. Thld dsplcd 500'.

Tree.

RWY 31: MALSR. Tree.

RWY 04-22: H8003X150 (ASP-GRVD) S-100, D-175, 2S-175, 2D-300 HIRL

RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 31'. Tree.

RWY 22: VASI(V4L)—GA 3.0° TCH 45'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-8003 TODA-8003 ASDA-7862 LDA-7862

RWY 22: TORA-8003 TODA-8003 ASDA-8003 LDA-8003

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Portion of Twy A-5 not visible from twr due to a building.

WEATHER DATA SOURCES: ASOS (309) 697-3611. LLWAS.

COMMUNICATIONS: ATIS 126.1 UNICOM 122.95

PEORIA RCO 122.35 (KANKAKEE RADIO)

Ⓡ **PEORIA APP/DEP CON** 125.8 (305°-125°) 124.675 (126°-304°)

PEORIA TOWER 119.1 GND CON 121.85

AIRSPACE: CLASS C svc continuous ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80' W89°47.57' 098° 4.6 NM to fld. 730/4E.

TUNGG NDB (MHW/LOM) 356 PI N40°36.34' W89°35.59' 307° 5.8 NM to fld.

ILS/DME 110.55 I-RNX Chan 42(Y) Rwy 04. Class IE.

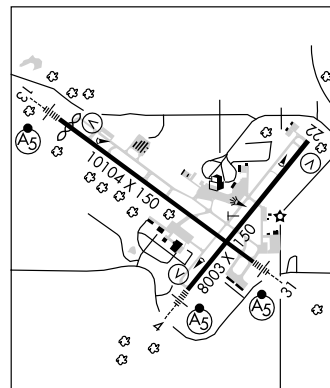
ILS 109.9 I-GZX Rwy 13. Class IB.

ILS 109.9 I-PIA Rwy 31. Class IA. LOM TUNGG NDB.

CHICAGO

H-5D, L-27C

IAP, AD



WAAS CH 53509 W09A	APP CRS 091°	Rwy Idg TDZE Apt Elev 5300 530
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RNAV (GPS) RWY 9

PEKIN MUNI (C15)

**NA**

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use General Downing-Peoria Intl altimeter setting; when not recieved use Logan County altimeter setting and increase all DA 25 feet and all MDA 40 feet; increase LNAV/VNAV visibility ¼ mile and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH:
Climb to 2500 direct
WURID and hold.

PEORIA APP CON

124.675 269.2

UNICOM

122.8 (CTAF) 0

△ LOGOS

2500
126°
(13.5)PEORIA
PIAProcedure NA for arrivals at PIA VORTAC
via V586 Northeastbound.2500
225°
(9.1)

1349 △ 1349

△ 1152

(IAF)
TICUY

2500 (NoPT)

(5)

4 NM

271°

091°

(IF/IAF)
JUKAX

2200

091°

(6.1)

TUYOV

3.4 NM to
RW09

639±

667± △ 730

RW09

739±

(FAF)
HIMLO

△ 729

MSA RW09 2.5 NM

2800

MISSED APCH FIX

4 NM

092°

272°

WURID

2500
324°
(14.1)

LOTTO

ELEV 530

4 NM
Holding Pattern

JUKAX

VGSI and RNAV glidepath
not coincident.

2500

WURID

2500

← 271°

091° →

GS 3.00°

TCH 45

091°

2200

*1660

RW09

3.4 NM to
RW09

*LNNAV only

6.1 NM

1.6 NM

3.4 NM

CATEGORY

A

LPV DA

862-1¼ 332 (400-1¼)

LNAV/VNAV DA

982-1½ 452 (500-1½)

LNAV MDA

940-1 410 (500-1)

940-1¼ 410 (500-1¼)

CIRCLING

1000-1 470 (500-1)

1020-1½ 490 (500-1½)

1080-2 550 (600-2)

HIRL Rwy 9-27 0

WAAS CH 99509 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	5000 525 530
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RNAV (GPS) RWY 27

PEKIN MUNI (C15)

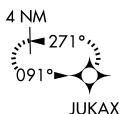
▼ Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ NA Use General Downing-Peoria Intl altimeter setting; when not recieved use Logan County altimeter setting and increase all DA 25 feet and all MDA 40 feet.

MISSED APPROACH:
Climb to 2500 direct
JUKAX and hold.

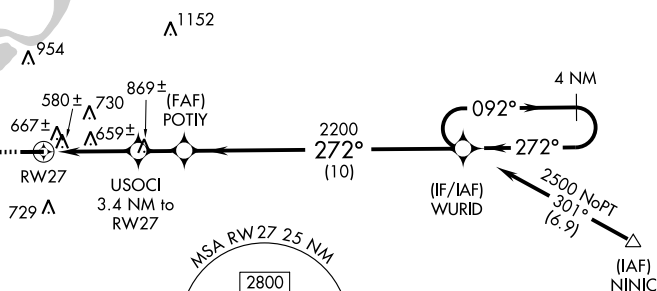
PEORIA APP CON
124.675 269.2

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX

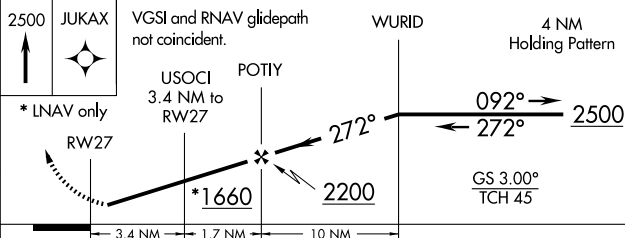


JUKAX

1787 **▲**

ELEV 530

Procedure NA for arrivals at NINIC
via V434 Southeastbound.



CATEGORY	A	B	C	D
LPV DA	864-1 ¼ 339 (400-1 ¼)			
LNAV/VNAV DA	949-1 ½ 424 (500-1 ½)			
LNAV MDA	960-1	435 (500-1)	960-1 ¼ 435 (500-1 ¼)	960-1 ½ 435 (500-1 ½)
CIRCLING	1000-1	470 (500-1)	1020-1 ½ 490 (500-1 ½)	1080-2 550 (600-2)

HIRL Rwy 9-27 **0**

VORTAC PIA 115.2 Chan 99	APP CRS 151°	Rwy Idg TDZE Apt Elev	N/A N/A 530
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VOR-A
PEKIN MUNI (C15)



NA

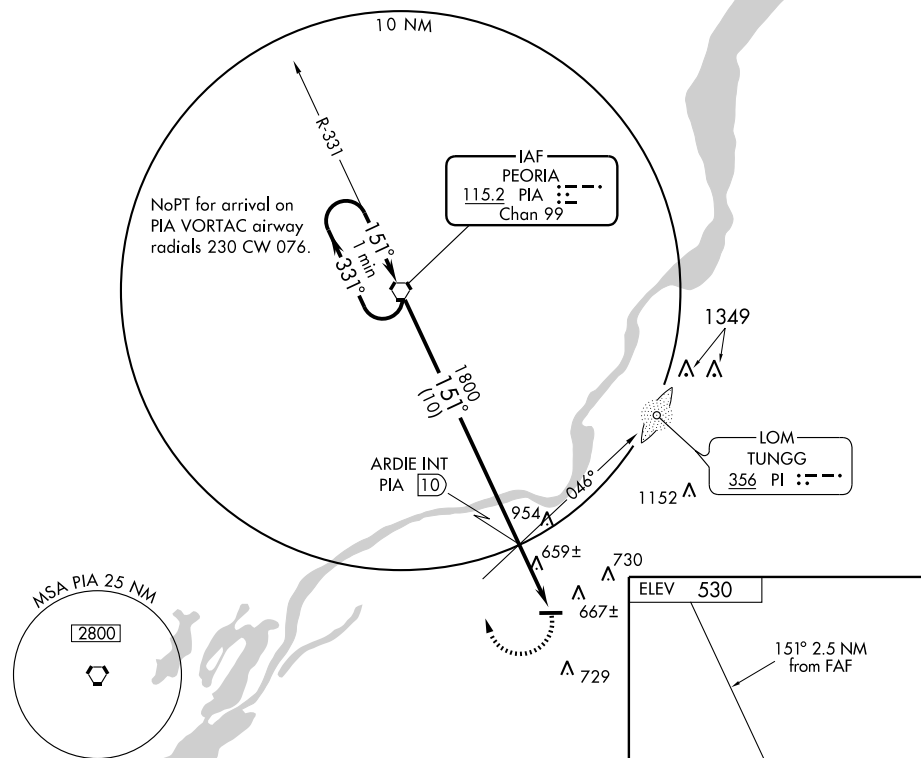
Use General Downing-Peoria Intl altimeter setting; when not received use Logan County altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2100 direct PIA VORTAC and hold.

PEORIA APP CON
124.675 269.2

UNICOM
122.8 (CTAF) 0

ADF or DME REQUIRED



One Minute
Holding Pattern

VORTAC

2100

331°

151°

151°

ARDIE INT
PIA 10

2100

PIA

115.2

1800

PIA 12.5

10 NM

2.5 NM

HIRL Rwy 9-27 0

CATEGORY	A	B	C	D
CIRCLING	1000-1	470 (500-1)	1020-1½ 490 (500-1½)	1080-2 550 (600-2)

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

MOUNT HAWLEY AUXILIARY (3MY) 7 N UTC-6(-5DT) N40°47.72' W89°36.81'

786 B S4 FUEL 100LL, JET A OX 2 TPA-1786(1000) NOTAM FILE IKK

RWY 18-36: H3600X60 (ASPH) S-4 MIRL 0.3% up N.

RWY 18: Tree.

RWY 36: REIL, VASI(V4L)—GA 3.5° TCH 32'. Tree.

AIRPORT REMARKS: Attended dawn-dusk. ACTIVATE MIRL Rwy 18-36,

REIL and VASI Rwy 36—CTAF.

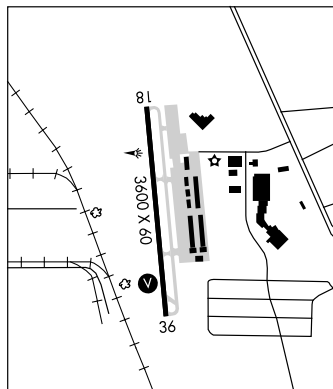
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ PEORIA APP/DEP CON 125.8 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 046° 10.7 NM to fld. 730/4E.



CHICAGO

L-27C

IAP

RAINBOW HELIPORT (7B1) 5 NW UTC-6(-5DT) N40°46.52' W89°40.56'

700 TPA-1400(700) NOTAM FILE IKK

HELIPAD H1: 225X82 (TURF)

HELIPAD H1: Tree.

HELIPORT REMARKS: Attended daily 1400-0000Z±. Approach/Departure from 010°-220° clockwise only. Helipad H1

NSTD markings. Helipad H1 marked with 'H' in the grass.

COMMUNICATIONS: CTAF/UNICOM 123.05

CHICAGO

PEOTONE N41°16.18' W87°47.46' NOTAM FILE IKK.

(L) VORTAC 113.2 EON Chan 79 190° 12.2 NM to Greater Kankakee. 689/2E.

RCO 122.05R 113.2T (KANKAKEE RADIO)

CHICAGO

L-28H

PERCIVAL SPRINGS (See WATSON)

PERU

ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD (VYS) 1 E UTC-6(-5DT)

N41°21.11' W89°09.19'

654 B S4 FUEL 100LL, JET A NOTAM FILE VYS

RWY 18-36: H6000X100 (ASPH) S-24 MIRL

RWY 18: Pole. RWY 36: ODALS.

AIRPORT REMARKS: Attended Sat-Sun 1400-0400Z±, Nov-Feb Mon-Fri

1300-2300Z±, Mar-Oct Mon-Fri 1300-0500Z±. MIRL 18-36

preset low ints, to increase ints and ACTIVATE ODALS Rwy

36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.025 (815) 223-8442.

COMMUNICATIONS: UNICOM/CTAF 123.0

Ⓡ CHICAGO CENTER APP/DEP CON 123.75

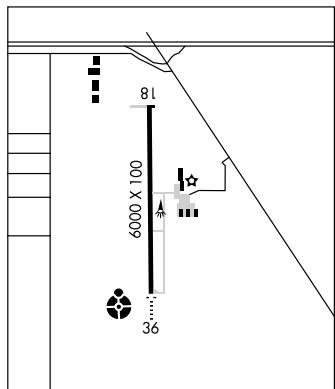
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 060° 22.8 NM to fld. 810/0E.

ILS/DME 110.35 I-PYU Chan 40(Y) Rwy 36. LOC only.

ILS/DME unmonitored.



CHICAGO

H-5D, L-28H

IAP

PIATT CO (See MONTICELLO)

WAAS CH 90413 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	3600 786 786
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RNAV (GPS) RWY 18

PEORIA/MT. HAWLEY AUXILIARY (3MY)

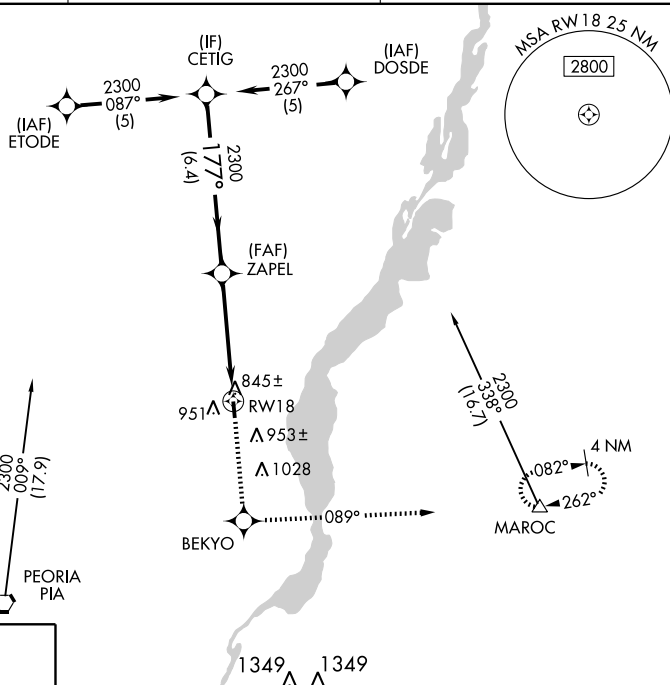
▼ Baro-VNAV NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
 ▲ NA Use General Downing-Peoria Intl altimeter setting, when not received, use Marshall County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BEKYO and via track 089° to MAROC and hold.

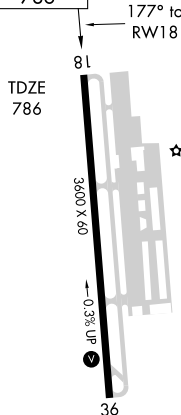
PEORIA APP CON
125.8 269.2

CLINC DEL
121.6

UNICOM
122.7 (CTAF) 0



ELEV 786



Procedure
Turn
NA

CETIG

ZAPEL

3000

BEKYO

TRK 089°

MAROC

2300
GS 3.00°
TCH 40

177°

2300

RWY 18

6.4 NM

4.6 NM

CATEGORY	A	B	C	D
LPV DA	1074-1 288 (300-1)			NA
LNAV/VNAV DA	1153-1¼ 367 (400-1¼)			NA
LNAV MDA	1240-1	454 (500-1)	1240-1¼ 454 (500-1¼)	NA
CIRCLING	1360-1	574 (600-1)	1360-1½ 574 (600-1½)	NA

REIL Rwy 36
MIRL Rwy 18-36

PEORIA, ILLINOIS
Orig 10098

PEORIA/MT. HAWLEY AUXILIARY (3MY)
RNAV (GPS) RWY 18

40° 48' N-89° 37' W

VORTAC PIA 115.2 Chan 99	APP CRS 225°	Rwy Idg TDZE Apt Elev	N/A N/A 786
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VOR-A

PEORIA/MT. HAWLEY AUXILIARY (3MY)

▼ Use General Downing-Peoria Intl altimeter setting, when not received, use Marshall County altimeter setting and increase MDA 40 feet and increase Cat C visibility ¼ mile.

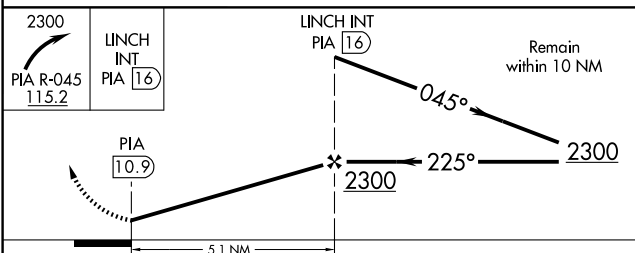
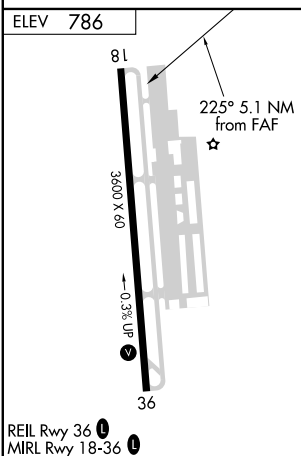
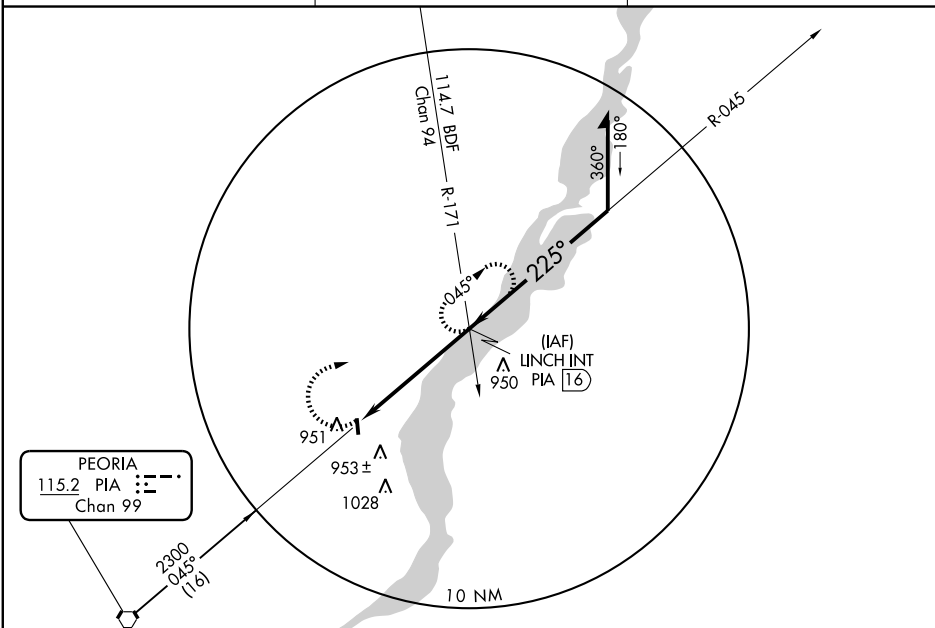
▲ NA

MISSED APPROACH: Climbing right turn to 2300 via PIA VORTAC R-045 to LINCH Int/PIA 16 DME and hold.

PEORIA APP CON
125.8 269.2

CLINC DEL
121.6

UNICOM
122.7 (CTAF) 0



FAF to MAP 5.1 NM						CATEGORY	A		B	C	D
Knots	60	90	120	150	180	CIRCLING	1360-1	574 (600-1)		1360-1½ 574 (600-1½)	NA
Min:Sec	5:06	3:24	2:33	2:02	1:42						

AIRPORT DIAGRAM

PEORIA/ GENERAL DOWNING-PEORIA INTL (PIA)
AL-597 (FAA)

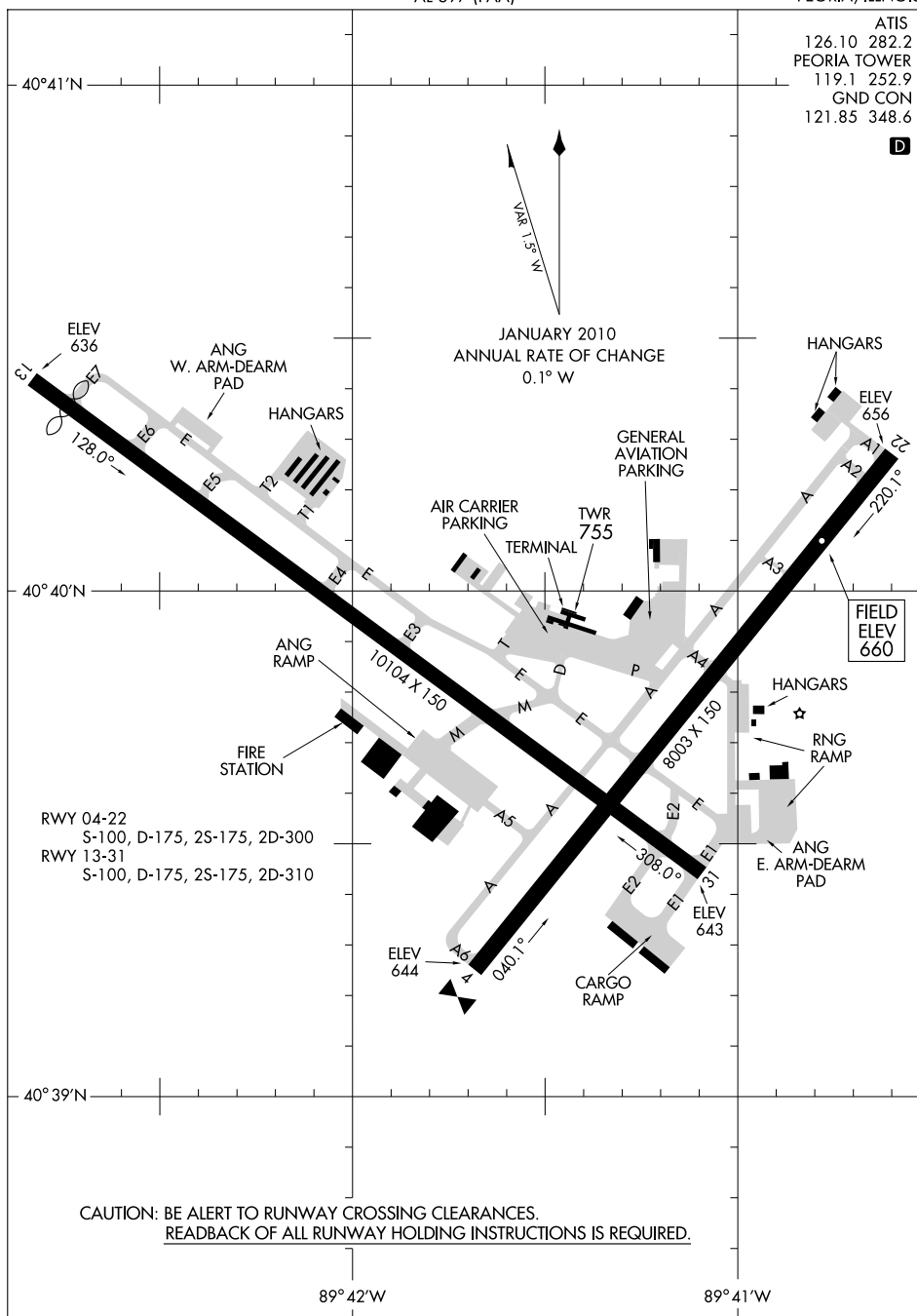
PEORIA, ILLINOIS

ATIS
126.10 282.2
PEORIA TOWER
119.1 252.9
GND CON
121.85 348.6

D

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010



AIRPORT DIAGRAM

PEORIA, ILLINOIS
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

PEKIN MUNI (C15) 4 S UTC-6(-5DT) N40°29.29' W89°40.55'

530 B FUEL 100LL, JET A TPA-1330(800) NOTAM FILE IKK

RWY 09-27: H5000X75 (ASP) S-15 HIRL

RWY 09: PAPI(P2L)—GA 3.0° TCH 20'.

RWY 27: PAPI(P2L)—GA 3.0° TCH 25'.

AIRPORT REMARKS: Attended 1400-2300Z†. ACTIVATE HIRL Rwy 09-27 and PAPIs Rwy 09 and Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **PEORIA APP/DEP CON** 124.675

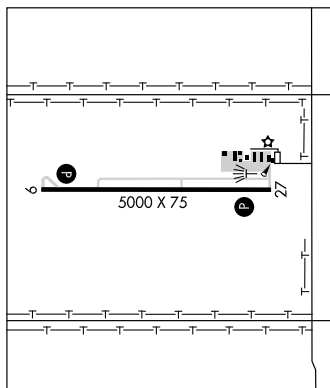
RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80' W89°47.57' 151° 12.7 NM to fld. 730/4E.

CHICAGO

H-5D, L-27C

IAP



PEORIA N40°40.80' W89°47.57' NOTAM FILE PIA.

(L) VORTACW 115.2 PIA Chan 99 098° 4.6 NM to General Downing-Peoria Intl. 730/4E.

VOR portion unusable 009°-019° blo 8000' and between 25 and 35 NM.

RCO 122.35 (KANKAKEE RADIO)

CHICAGO

H-5D, L-27C

PEORIA

GENERAL DOWNING-PEORIA INTL (PIA) 4 W UTC-6(-5DT) N40°39.85' W89°41.60'

660 B S4 FUEL 100LL, JET A OX 1, 2 LRA Class I, ARFF Index B NOTAM FILE PIA

RWY 13-31: H10104X150 (CONC-GRVD) S-100, D-175, 2S-175, 2D-310 HIRL

RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 59'. Thld dsplcd 500'.

Tree.

RWY 31: MALSR. Tree.

RWY 04-22: H8003X150 (ASP-GRVD) S-100, D-175, 2S-175, 2D-300 HIRL

RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 31'. Tree.

RWY 22: VASI(V4L)—GA 3.0° TCH 45'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-8003 TODA-8003 ASDA-7862 LDA-7862

RWY 22: TORA-8003 TODA-8003 ASDA-8003 LDA-8003

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt.

Portion of Twy A-5 not visible from twr due to a building.

WEATHER DATA SOURCES: ASOS (309) 697-3611. LLWAS.

COMMUNICATIONS: ATIS 126.1 UNICOM 122.95

PEORIA RCO 122.35 (KANKAKEE RADIO)

Ⓡ **PEORIA APP/DEP CON** 125.8 (305°-125°) 124.675 (126°-304°)

PEORIA TOWER 119.1 GND CON 121.85

AIRSPACE: CLASS C svc continuous ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80' W89°47.57' 098° 4.6 NM to fld. 730/4E.

TUNGG NDB (MHW/LOM) 356 PI N40°36.34' W89°35.59' 307° 5.8 NM to fld.

ILS/DME 110.55 I-RNX Chan 42(Y) Rwy 04. Class IE.

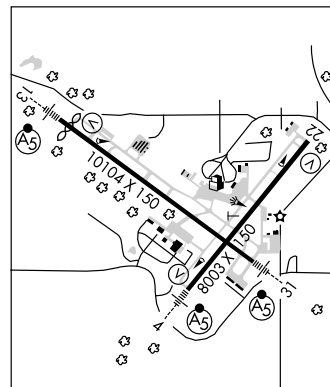
ILS 109.9 I-GZX Rwy 13. Class IB.

ILS 109.9 I-PIA Rwy 31. Class IA. LOM TUNGG NDB.

CHICAGO

H-5D, L-27C

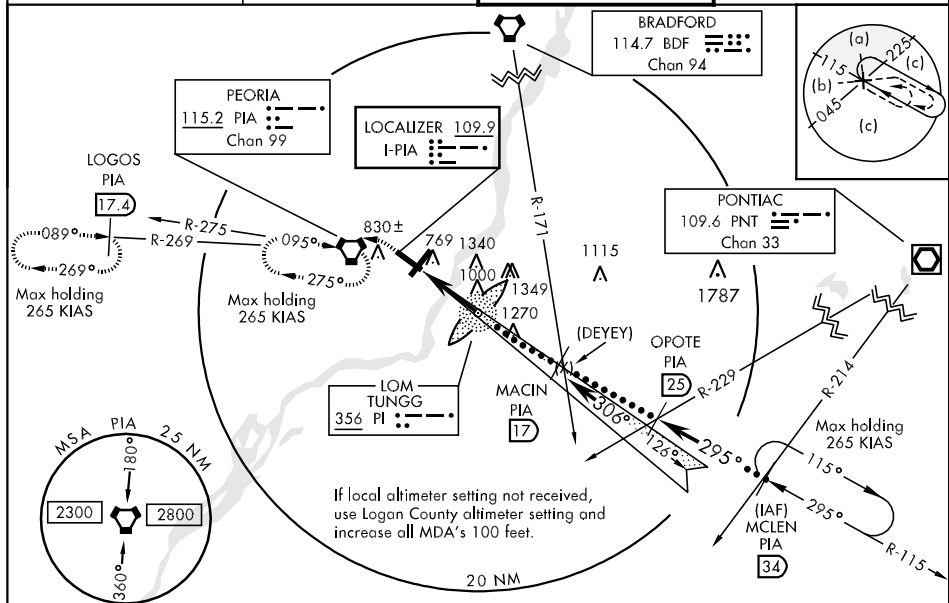
IAP, AD



LOC I-PIA 109.9	APCH CRS 306°	Rwy Idg 10,104 TDZE 651 Arpt Elev 660	JAL 597 [USAF]	GENERAL DOWNING - PEORIA INTL (KPIA)
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<p>▲ When ALS inop, increase vis CAT CDE ¼ mile.</p> <p>▲▲ When ALS inop, increase vis CAT CDE ½ mile.</p>	<p>MALSR</p> <p>(A5)</p>	<p>MISSED APPROACH: Climb to 1200, then climbing left turn to 2400 direct PIA VORTAC and hold. (TACAN aircraft: continue via PIA R-269 to LOGOS 17.4 DME and hold west, right turn 089° inbound).</p>
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<p>ATIS</p> <p>126.1 282.2</p>	<p>PEORIA APP CON</p> <p>305° 125° 125.8 269.2 126° 304° 124.675 326.2</p>	<p>PEORIA TOWER</p> <p>119.1 252.9</p>	<p>GND CON</p> <p>121.85 348.6</p>
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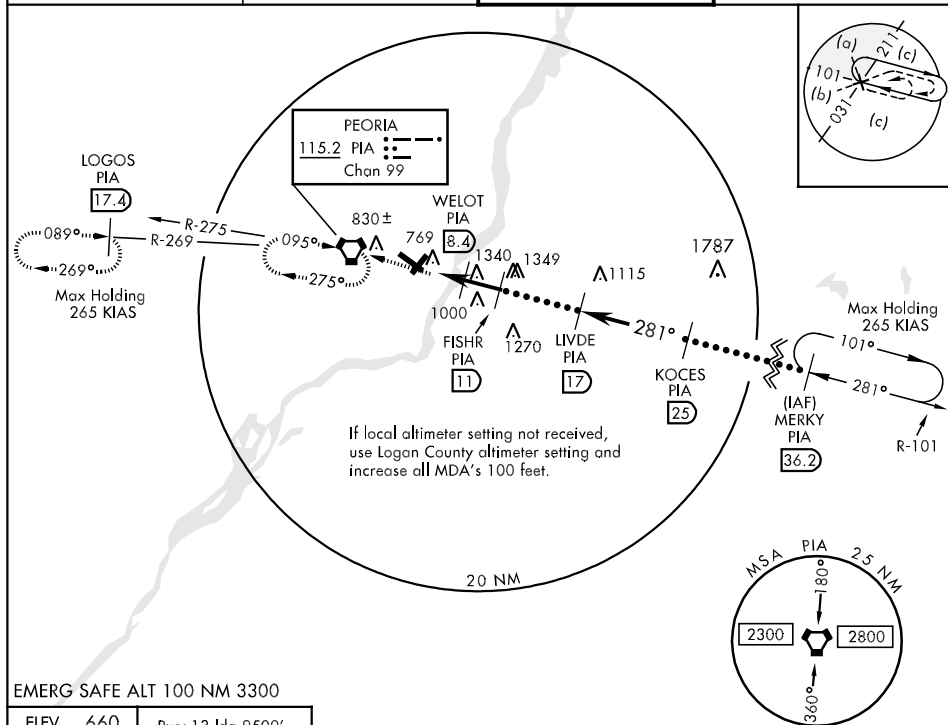


EMERG SAFE ALT 100 NM 3300
ELEV 660 Rwy 13 Idg 9500'

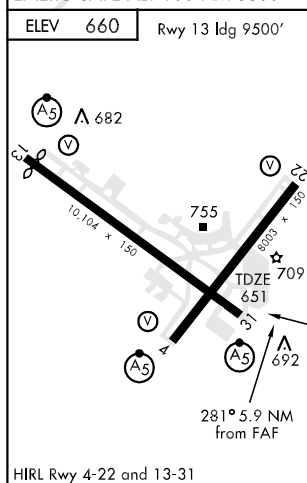
	<p>1200 2400 PIA</p>		
	<p>MACIN R-115 17 2378 2400 4400 2600 10,000 14,000</p> <p>OPOTE R-115 25 295°</p> <p>MCLN R-115 34 295°</p> <p>GS 3.00° TCH 55'</p>		
	<p>5.2 NM</p>		
	<p>306° 5.2 NM from FAF</p>		
<p>HIRL Rwy 4-22 and 13-31</p> <p>FAF to MAP 5.2 NM</p>	<p>306° 5.2 NM from FAF</p>		
<p>Knots</p> <p>120 140 160 180 200</p>	<p>Min:Sec 2:36 2:14 1:57 1:44 1:34</p>		

VORTAC PIA 115.2 Chan 99	APCH CRS 281°	Rwy Idg 10,104 TDZE 651 Arpt Elev 660	JAL 597 [USAF]	GENERAL DOWNING - PEORIA INTL (KPIA)
	MALSR 	MISSED APPROACH: Climb to 2800, direct PIA VORTAC and hold. Continue climb-in-hold to 2800. (TACAN aircraft: continue via PIA R-269 to LOGOS INT/PIA 17.4 DME and hold West, right turn 089° inbound).		

ATIS 126.1 282.2	PEORIA APP CON 305°-125° 125.8 269.2 126°-304° 124.675 326.2	PEORIA TOWER 119.1 252.9	GND CON 121.85 348.6
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EMERG SAFE ALT 100 NM 3300



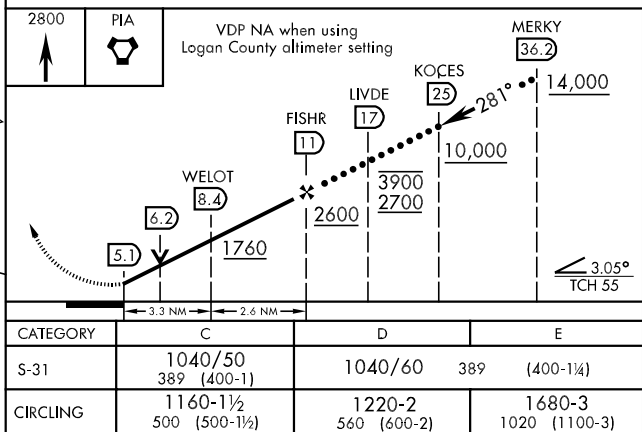
PEORIA, ILLINOIS

Amdt 1 10098

40°40'N-89°42'W

GENERAL DOWNING - PEORIA INTL (KPIA)

HI-VOR/DME or TACAN RWY 31



LOC/DME I-RNX 110.55 Chan 42 (Y)	APP CRS 038°	Rwy Idg TDZE Apt Elev	8003 652 660
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ILS or LOC RWY 4

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

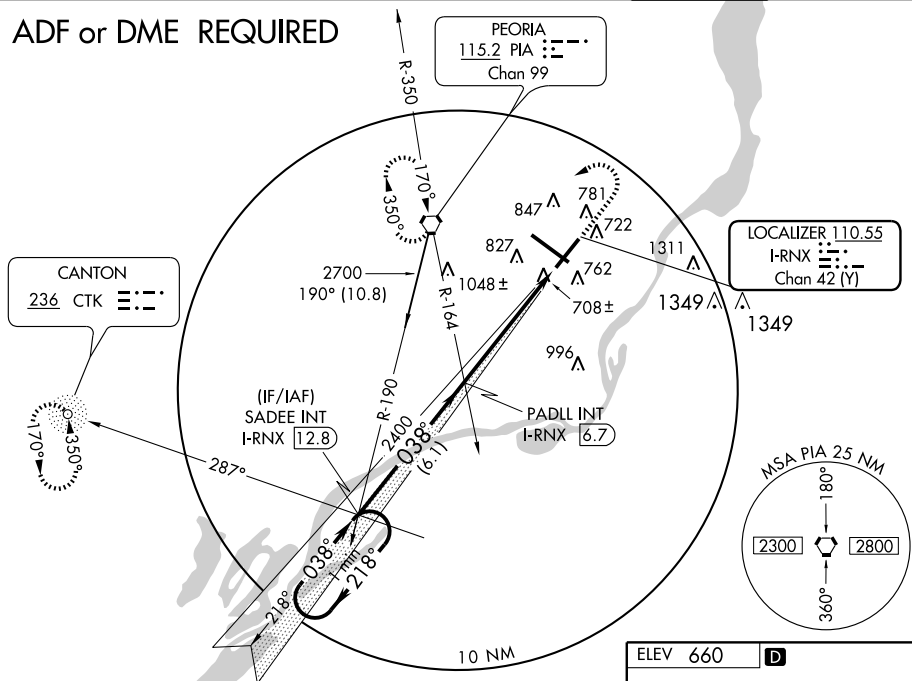
▼ If local altimeter setting not received, use Logan
 ▲ County altimeter setting and increase all DAs/MDAs
 100 feet. VDP NA with Logan County altimeter setting.


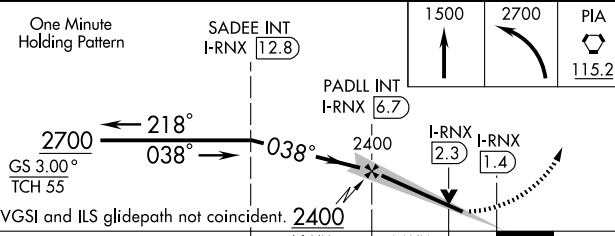


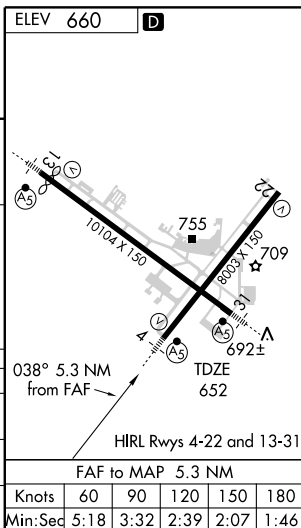
MISSED APPROACH: Climb to 1500 then climbing
 left turn to 2700 direct PIA VORTAC and hold.

ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	PEORIA TOWER 119.1 252.9	GND CON 121.85 348.6
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ADF or DME REQUIRED



One Minute Holding Pattern	SADEE INT I-RNX 12.8		1500 ↑	2700 ↶	PIA 115.2 
	PADLL INT I-RNX 6.7		I-RNX 2.3	I-RNX 1.4	
	 <p>2700 ← 218° → 038° → 038° → 2400 → 038° → 2400</p> <p>GS 3.00° TCH 55</p> <p>VGSI and ILS glidepath not coincident. 2400</p> <p>6.1 NM 4.4 NM 0.9 NM</p>				
CATEGORY	A	B	C	D	
S-ILS 4	852-1/2 200 (200-1/2)				
S-LOC 4	960-1/2 308 (300-1/2)			960-3/4 308 (300-3/4)	
CIRCLING	1160-1 500 (500-1)		1160-1 1/2 500 (500-1 1/2)		1220-2 560 (600-2)



LOC I-GZX 109.9	APP CRS 126°	Rwy Idg TDZE Apt Elev	9500 632 660
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ILS or LOC RWY 13

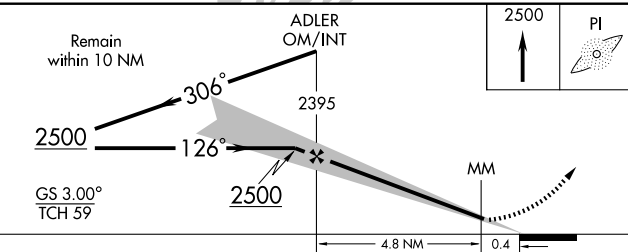
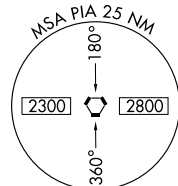
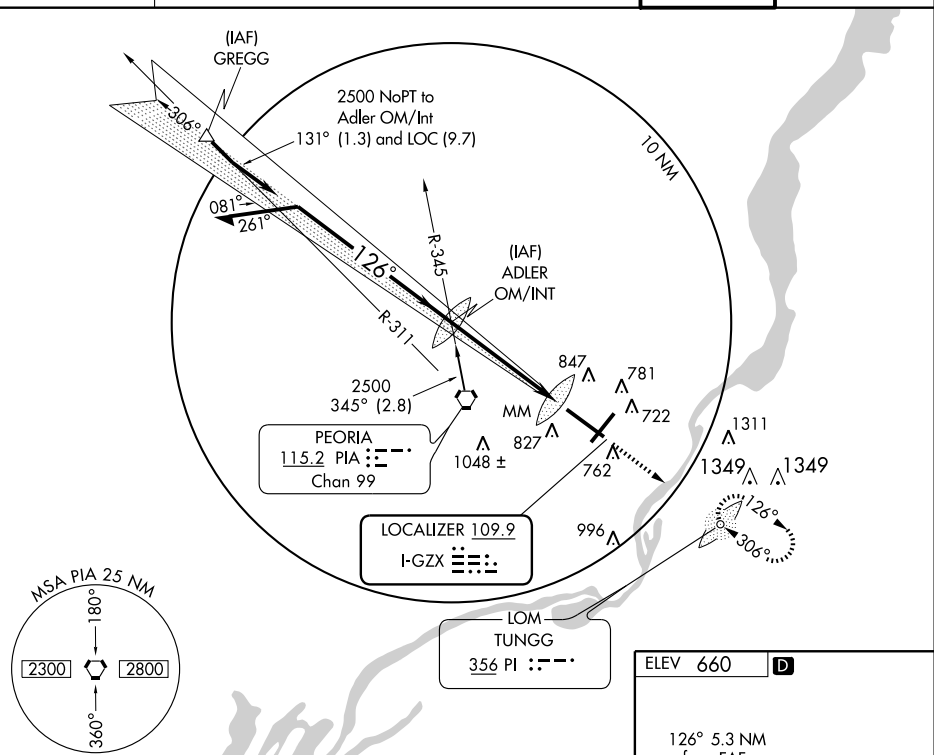
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

ADF REQUIRED
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

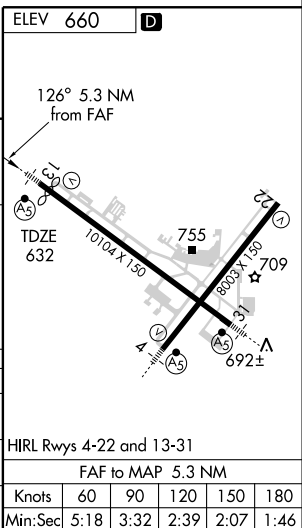


MISSED APPROACH: Climb to
2500 direct PI LOM and hold.

ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	PEORIA TOWER 119.1 252.9	GND CON 121.85 348.6
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CATEGORY	A	B	C	D
S-ILS 13*	832/24 200 (200-½)			
S-LOC 13	1120/24 488 (500-½)	1120/40 488 (500-¾)	1120/50 488 (500-1)	
CIRCLING	1160-1 500 (500-1)	1160-1½ 500 (500-1½)	1220-2 560 (600-2)	



LOC I-PIA 109.9	APP CRS 306°	Rwy Idg 10104 TDZE 651 Apt Elev 660
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ILS or LOC RWY 31

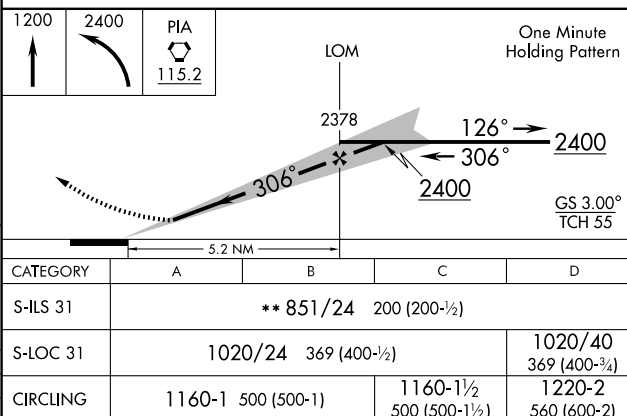
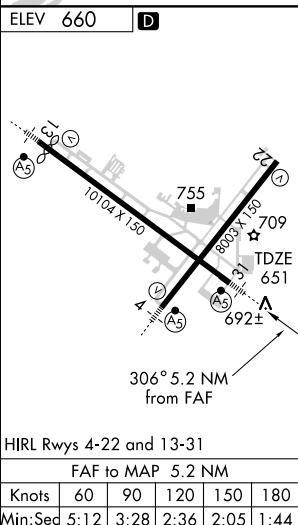
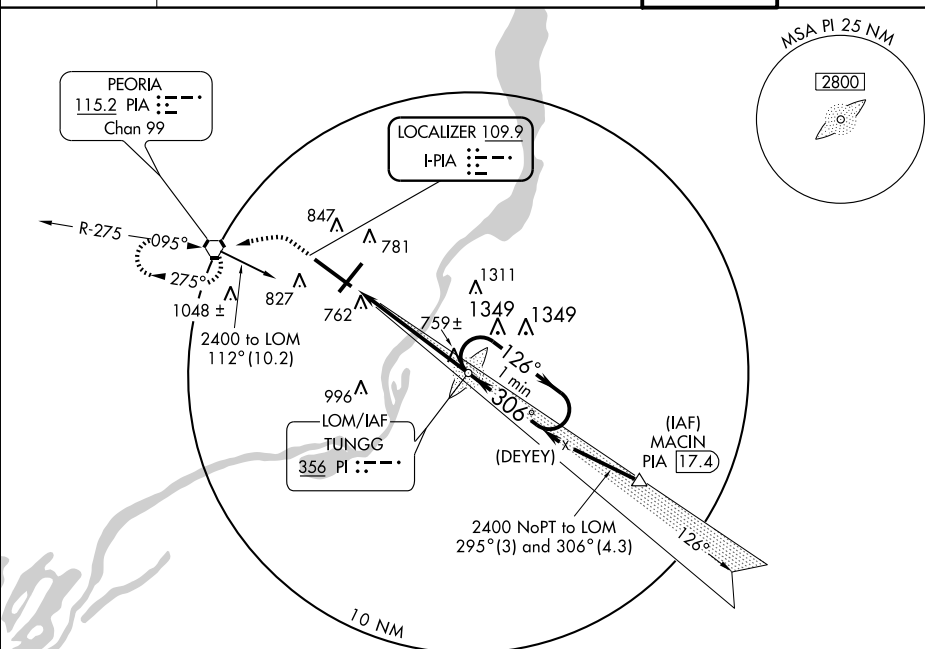
PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

▼ If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.
 ▲ ** RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct PIA VORTAC and hold.

ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	PEORIA TOWER 119.1 252.9	GND CON 121.85 348.6
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LOM PI	APP CRS	Rwy Idg	10104
<u>356</u>	306°	TDZE	651
		Apt Elev	660

NDB RWY 31

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)



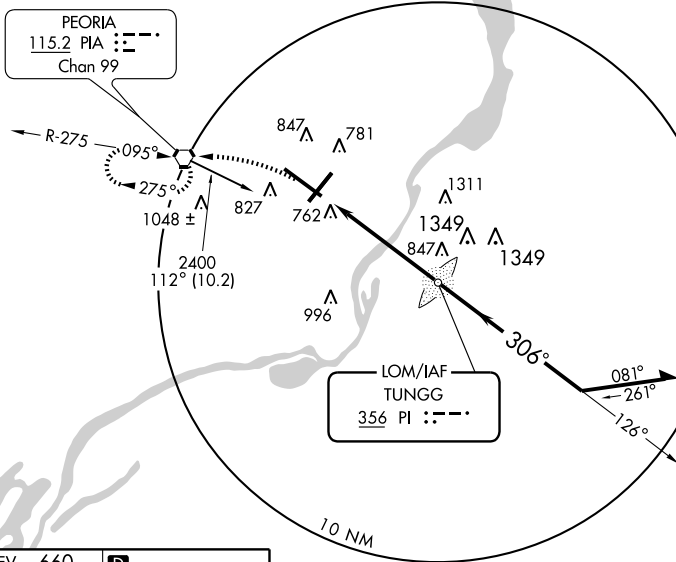
MISSED APPROACH: Climbing left turn to 2400 direct PIA VORTAC and hold.

ATIS
126.10 282.2

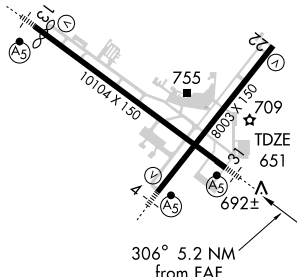
PEORIA APP CON
125.8 269.2 (305°-125°) **124.675 326.2** (126°-304°)

PEORIA TOWER
119.1 252.9

GND CON
121.85 348.6



ELEV	660	D
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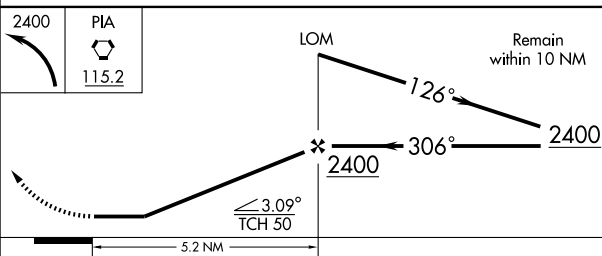
HIRL Rwy 4-22 and 13-31

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

PEORIA, ILLINOIS

Amdt 15A 10098



CATEGORY	A	B	C	D
S-31	1140/40 489 (500- $\frac{3}{4}$)			1140/60 489 (500- $\frac{1}{4}$)
CIRCLING	1160-1 500 (500-1)		1160-1 $\frac{1}{2}$ 500 (500-1 $\frac{1}{2}$)	1220-2 560 (600-2)

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

NDB RWY 31

40° 40' N-89° 42' W



EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

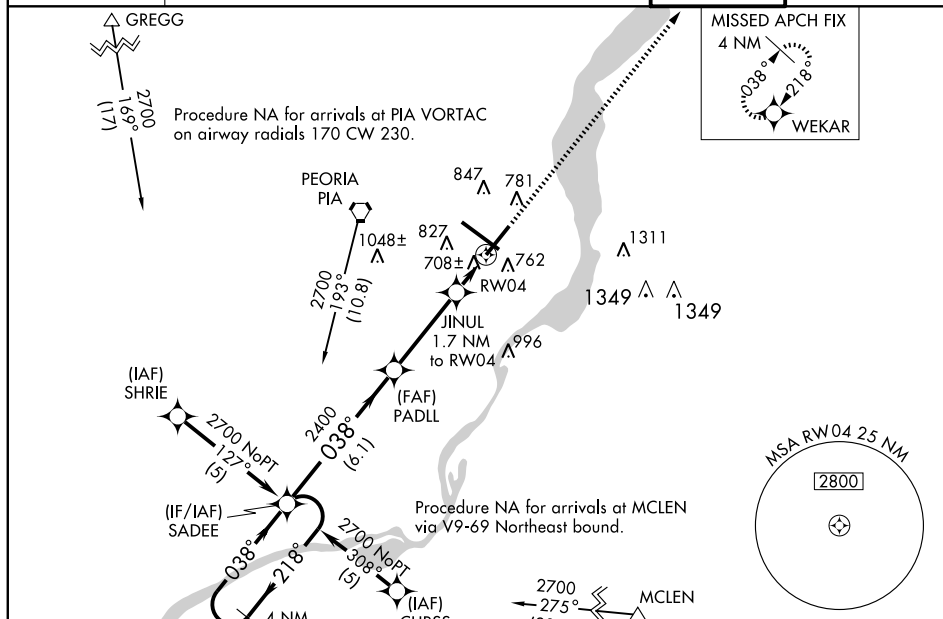
WAAS CH 56210 W04A	APP CRS 038°	Rwy Idg TDZE 652 Apt Elev 660
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RNAV (GPS) RWY 4

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

 ASR	<p>For inoperative MALS, increase LPV all Cats. visibility to 1 mile, and LNAV Cat. D visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Logan County altimeter setting. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LPV all Cats. and LNAV Cat. C visibility ¼ mile, increase LNAV/VNAV all Cats. visibility ½ mile.</p>	 MALS	<p>MISSED APPROACH: Climb to 2300 direct WEKAR and hold.</p>
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ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	PEORIA TOWER 119.1 252.9	GND CON 121.85 348.6
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<p>4 NM Holding Pattern SADEE</p> <p>2300 WEKAR</p> <p>2700 ← 218° 038° →</p> <p>GS 3.00° TCH 55</p> <p>VGSI and RNAV glidepath not coincident.</p> <p>6.1 NM 3.6 NM 0.7 1.0</p>				<p>*LNAV only</p> <p>*1 NM to RW04</p> <p>RW04</p>	
CATEGORY	A	B	C	D	
LPV DA	926-1½		274 (300-1½)		
LNAV/VNAV DA	1098-1		446 (500-1)		
LNAV MDA	1020-1½		368 (400-1½)		1020-1 368 (400-1)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)		1220-2 560 (600-2)

PEORIA, ILLINOIS

Amdt 1A 10098

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)




40° 40'N-89° 42'W

RNAV (GPS) RWY 4

WAAS CH 60922 W13A	APP CRS 125°	Rwy Idg 9500 TDZE 632 Apt Elev 660
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RNAV (GPS) RWY 13

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

 	<p>Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.</p> <p>Baro-VNAV and VDP NA with Logan County altimeter setting. For inoperative MALSR increase LPV visibility to RVR 6000 all Cats and increase LNAV Cats A and B visibility to RVR 5000.</p>		<p>MISSED APPROACH: Climb to 2400 direct CASIP and hold.</p>
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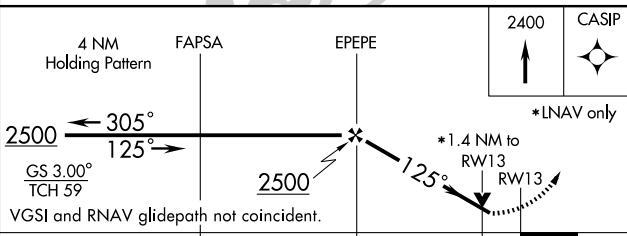
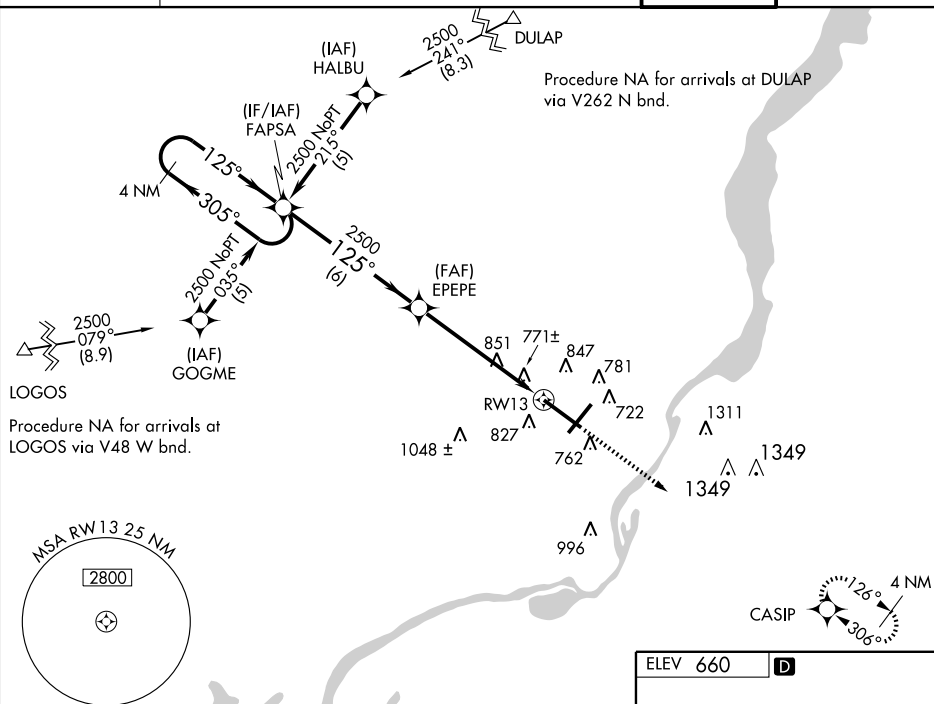
ATIS
126-10 282-2

PEORIA APP CON

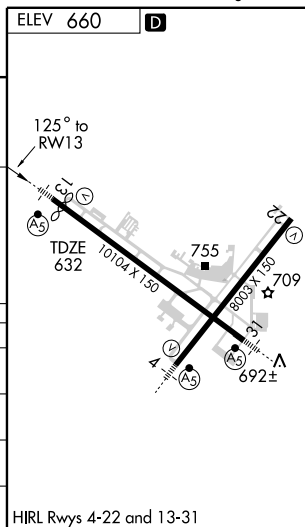
126.10	282.2	125.8	269.2 (305°-125°)	124.675	326.2 (126°-304°)
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PEORIA TOWER
119.1 252.9

GND CON
121.85 348.6



CATEGORY	A	B	C	D
LPV DA	1021/40 389 (400-1)			
LNAV/ VNAV DA	1079/50 447 (500-1)			
LNAV MDA	1120/40 488 (500- $\frac{3}{4}$)			1120/50 488 (500-1)
CIRCLING	1160-1 $\frac{1}{2}$ 500 (500-1 $\frac{1}{2}$)			1220-2 560 (600-2)



APP CRS	Rwy Idg	8003
218°	TDZE	660
	Apt Elev	660

RNAV (GPS) RWY 22

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Logan County altimeter setting and increase all DA 89 feet and all MDA 100 feet.

▲ ASR Increase LNAV/VNAV all Cats. and LNAV Cat. C and D visibility ¼ mile. Baro-VNAV and VDP NA with Logan County altimeter setting.

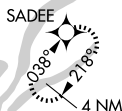
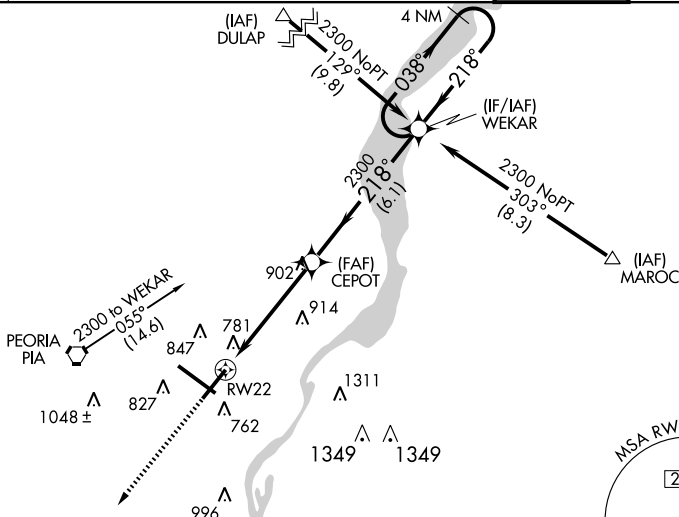
MISSED APPROACH: Climb to 2700 direct SADEE and hold.

ATIS
126.10 282.2

PEORIA APP CON
125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)

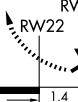
PEORIA TOWER
119.1 252.9

GND CON
121.85 348.6



* LNAV only

* 1.4 NM to RWY 22



CEPOT

WEKAR

4 NM Holding Pattern

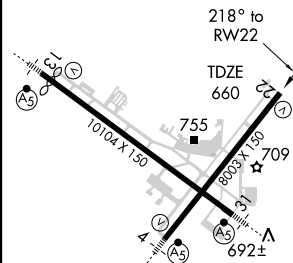
038° → 2300

← 218°

GS 3.00° TCH 55

VGSi and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
LNAV/VNAV DA	1092-1½ 432 (500-1½)			
LNAV MDA	1160-1 500 (500-1)	1160-1¼ 500 (500-1¼)	1160-1½ 500 (500-1½)	
CIRCLING	1160-1 500 (500-1)	1160-1½ 500 (500-1½)	1220-2 560 (600-2)	

ELEV 660 **D**

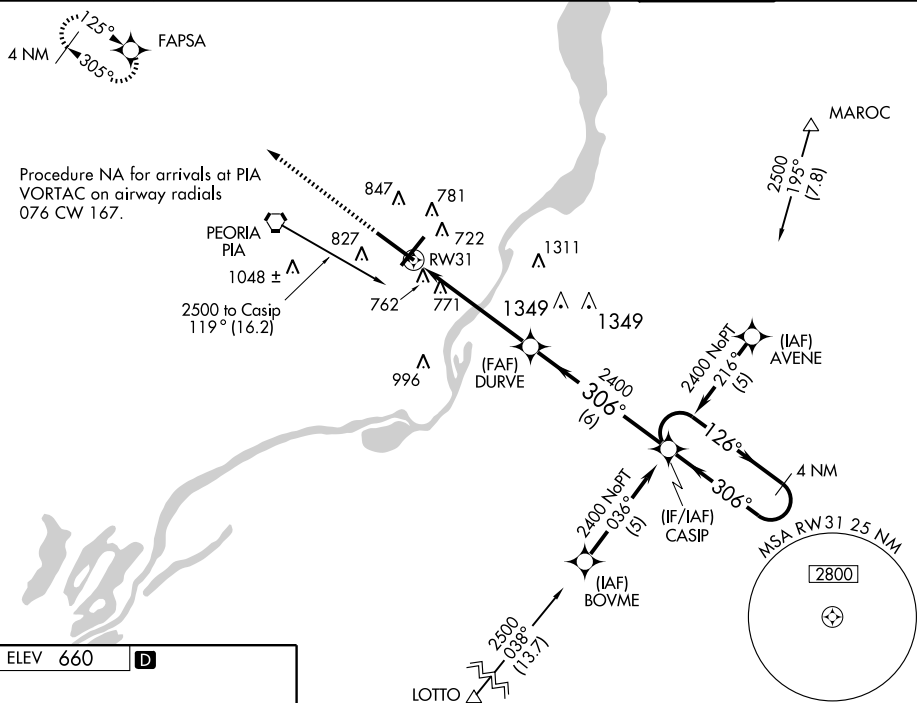
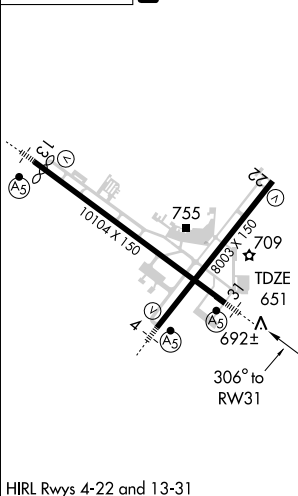
HIRL Rwy 4-22 and 13-31

WAAS CH 77509 W31A	APP CRS 306°	Rwy Idg 10104 TDZE 651 Apt Elev 660
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RNAV (GPS) RWY 31

PEORIA/GENERAL DOWNING-PEORIA INTL(PIA)

	Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, and LNAV Cat. D visibility to RVR 6000. If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 100 feet.		MALSR 	MISSED APPROACH: Climb to 2500 direct FAPSA and hold.
	ATIS 126.10 282.2	PEORIA APP CON 125.8 269.2 (305°-125°) 124.675 326.2 (126°-304°)	PEORIA TOWER 119.1 252.9	GND CON 121.85 348.6

ELEV 660 **D**

HIRL Rwy 4-22 and 13-31

	2500	FAPSA		4 NM Holding Pattern
	* LNAV only			
		* 1.1 NM to RW31		
		DURVE	CASIP	
				126° → 2400
				← 306°
				GS 3.00° TCH 55
		1.1	4.2 NM	6 NM
CATEGORY	A	B	C	D
LPV DA	940/24 289 (300-½)			
LNAV/VNAV DA	1123/60 472 (500-1½)			
LNAV MDA	1040/24 389 (400-½)			1040/50 389 (400-1)
CIRCLING	1160-1¾ 500 (500-1¾)			1220-2 560 (600-2)

PEORIA, ILLINOIS

Amdt 1 10098

PEORIA/GENERAL DOWNING-PEORIA INTL(PIA)

40° 40' N - 89° 42' W

RNAV (GPS) RWY 31

VORTAC PIA <u>115.2</u> Chan 99	APP CRS 281°	Rwy Idg 10104 TDZE 651 Apt Elev 660
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VOR/DME or TACAN RWY 31

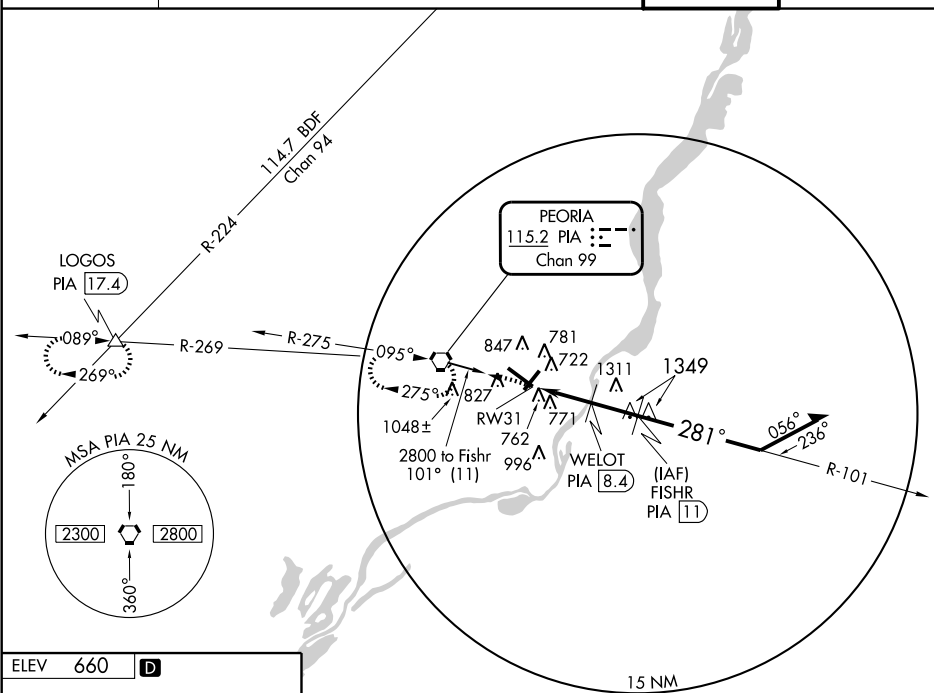
PEORIA/GENERAL DOWNING-PEORIA INTL(PIA)

- T** If local altimeter setting not available, use Logan
A County altimeter setting and increase all MDAs
100 feet. VDP NA when using Logan County
altimeter setting. Inoperative table does not apply.



MISSED APPROACH: Climb to 2800 direct PIA VORTAC and hold, continue climb-in-hold to 2800. (TACAN aircraft continue via PIA R-269 to LOGOS Int/PIA 17.4 DME and hold west, right turn, 089° inbound).

ATIS	PEORIA APP CON				PEORIA TOWER		GND CON	
126.10 282.2	125.8	269.2	(305°-125°)	124.675	326.2	(126°-304°)	119.1 252.9	121.85 348.6



ELEV 660 D

Diagram illustrating the crossing of HIRL Runways 4-22 and 13-31. The runways intersect at an angle of 281°. Runway 4-22 is 10104 x 150 feet. Runway 13-31 is 8003 x 150 feet. A 755-foot obstacle is located near the intersection. A 692-foot obstacle is located near the end of Runway 13-31. A 709-foot obstacle is located near the end of Runway 4-22. The diagram also shows a 651-foot obstacle and a 651-foot obstacle. The diagram is labeled 'ELEV 660' and 'D'.

CATEGORY	A	B	C	D
S-31	1040/50 389 (400-1)			1040/60 389 (400-1¼)
CIRCLING	1160-1 500 (500-1)		1160-1½ 500 (500-1½)	1220-2 560 (600-2)

VORTAC PIA	APP CRS	Rwy Idg	9500
115.2	093°	TDZE	632
Chan 99		Apt Elev	660

VOR or TACAN RWY 13

PEORIA/GENERAL DOWNING-PEORIA INTL (PIA)



Inoperative table does not apply.

MALSR



MISSED APPROACH: Climbing right turn to 2400 direct PI LOM and hold.

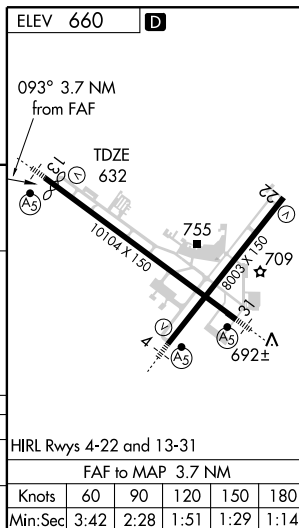
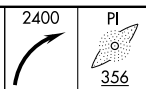
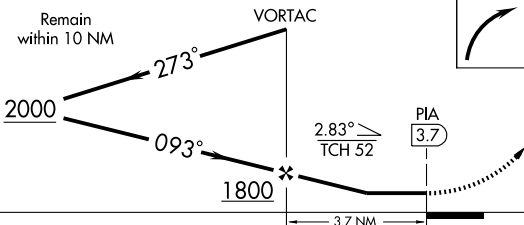
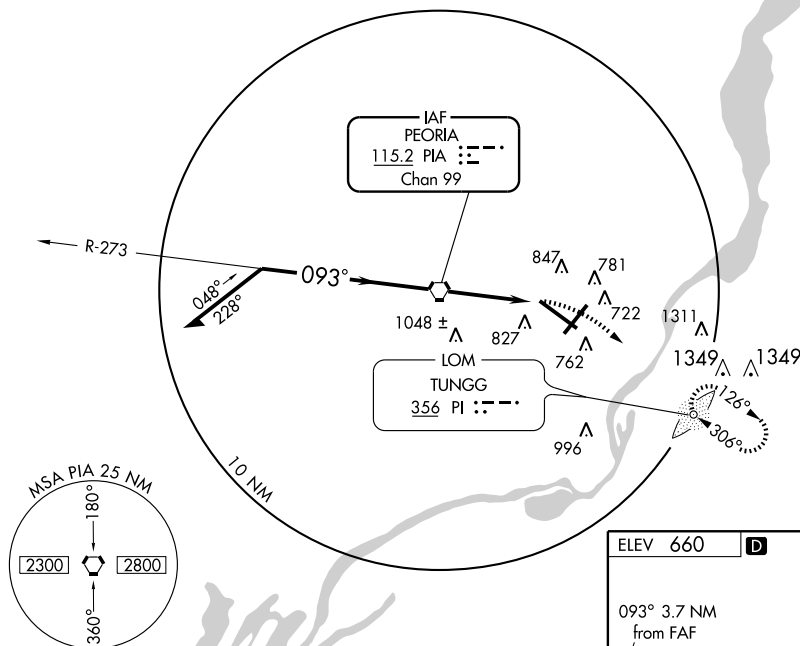
 ATIS
126.10 282.2

 PEORIA APP CON
125.8 269.2 (305°-125°) **124.675 326.2** (126°-304°)

PEORIA TOWER
119.1 252.9

 GND CON
121.85 348.6

ADF REQUIRED



MOUNT HAWLEY AUXILIARY (3MY) 7 N UTC-6(-5DT) N40°47.72' W89°36.81'

786 B S4 FUEL 100LL, JET A OX 2 TPA-1786(1000) NOTAM FILE IKK

RWY 18-36: H3600X60 (ASPH) S-4 MIRL 0.3% up N.

RWY 18: Tree.

RWY 36: REIL, VASI(V4L)—GA 3.5° TCH 32'. Tree.

AIRPORT REMARKS: Attended dawn-dusk. ACTIVATE MIRL Rwy 18-36,

REIL and VASI Rwy 36—CTAF.

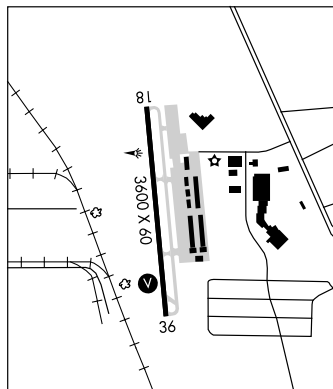
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ PEORIA APP/DEP CON 125.8 CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE PIA.

PEORIA (L) VORTACW 115.2 PIA Chan 99 N40°40.80'

W89°47.57' 046° 10.7 NM to fld. 730/4E.



CHICAGO

L-27C

IAP

RAINBOW HELIPORT (7B1) 5 NW UTC-6(-5DT) N40°46.52' W89°40.56'

700 TPA-1400(700) NOTAM FILE IKK

HELIPAD H1: 225X82 (TURF)

HELIPAD H1: Tree.

HELIPORT REMARKS: Attended daily 1400-0000Z. Approach/Departure from 010°-220° clockwise only. Helipad H1

NSTD markings. Helipad H1 marked with 'H' in the grass.

COMMUNICATIONS: CTAF/UNICOM 123.05

CHICAGO

PEOTONE N41°16.18' W87°47.46' NOTAM FILE IKK.

(L) VORTAC 113.2 EON Chan 79 190° 12.2 NM to Greater Kankakee. 689/2E.

RCO 122.05R 113.2T (KANKAKEE RADIO)

CHICAGO

L-28H

PERCIVAL SPRINGS (See WATSON)

PERU

ILLINOIS VALLEY RGNL-WALTER A DUNCAN FLD (VYS) 1 E UTC-6(-5DT)

N41°21.11' W89°09.19'

654 B S4 FUEL 100LL, JET A NOTAM FILE VYS

RWY 18-36: H6000X100 (ASPH) S-24 MIRL

RWY 18: Pole. RWY 36: ODALS.

AIRPORT REMARKS: Attended Sat-Sun 1400-0400Z, Nov-Feb Mon-Fri

1300-2300Z, Mar-Oct Mon-Fri 1300-0500Z. MIRL 18-36

preset low ints, to increase ints and ACTIVATE ODALS Rwy

36—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.025 (815) 223-8442.

COMMUNICATIONS: UNICOM/CTAF 123.0

Ⓡ CHICAGO CENTER APP/DEP CON 123.75

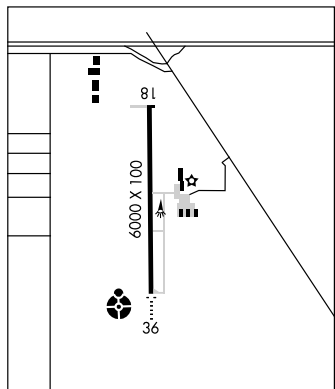
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

BRADFORD (H) VORTAC 114.7 BDF Chan 94 N41°09.58'

W89°35.27' 060° 22.8 NM to fld. 810/0E.

ILS/DME 110.35 I-PYU Chan 40(Y) Rwy 36. LOC only.

ILS/DME unmonitored.



CHICAGO

H-5D, L-28H

IAP

PIATT CO (See MONTICELLO)

LOC/DME I-PYU <u>110.35</u> Chan 40 (Y)	APP CRS 360°	Rwy Idg 6000 TDZE 648 Apt Elev 654
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PERU/ ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS) LOC RWY 36

LOC RWY 36

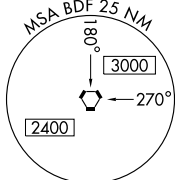
T VDP NA when using Marshall County altimeter setting.
A NA When local altimeter setting not received, use Marshall County altimeter setting and increase all MDA 80 feet.


ODALS


MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 via heading 059° and BDF R-058 to KLSI Int/BDF 31.8 DME and hold.

AWOS-3
120.025

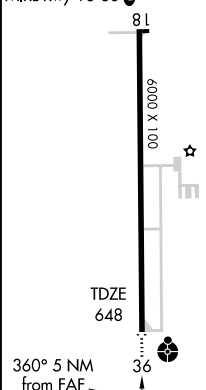
CHICAGO CENTER
123.75 354.0

UNICOM
123.0 (CTAF) **L**

LOCALIZER 110.35
I-PYU 
Chan 40 (Y)

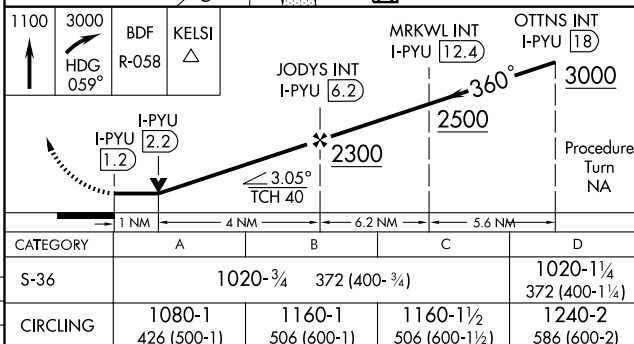
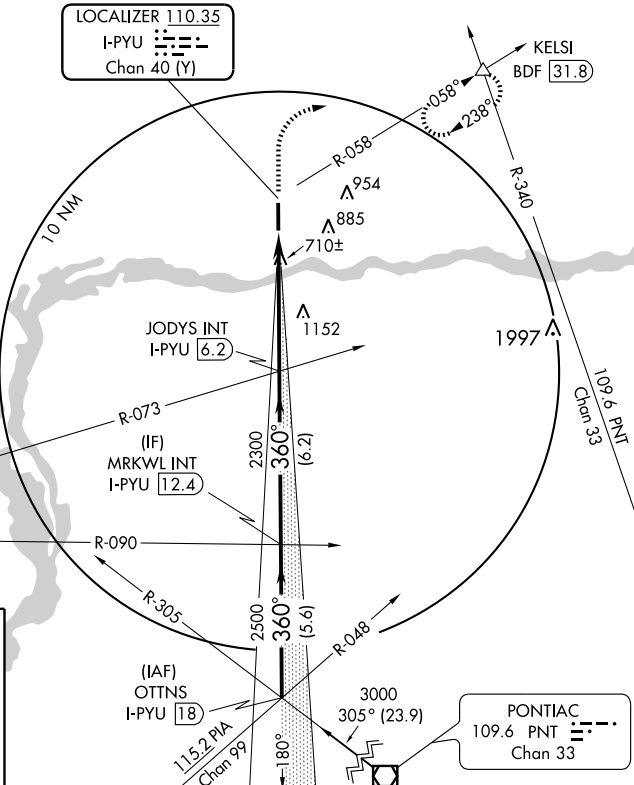
BRADFORD
114.7 BDF 
Chan 94

ELEV 654	Δ
MIRL Rwy 18-36	678±



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

PERU, ILLINOIS
Amdt 3A 23SEP10



PERU/ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

41° 21'N-89° 09'W

LOC RWY 36

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS **360°**
Rwy ldg **6000**
TDZE **648**
Apt Elev **654**

RNAV (GPS) RWY 36

PERU/ILLINOIS VALLEY RGNL-WALTER A. DUNCAN FIELD (VYS)

V DME/DME RNP-0.3 NA. When local altimeter setting not received, use Marshall County altimeter setting and increase all MDA 80 feet.
A VDP NA with Marshall County altimeter setting.

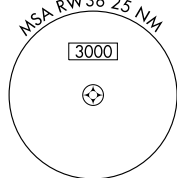
ODALS

MISSED APPROACH: Climb to 2500 direct JITSA and hold.

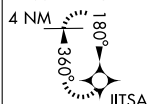
AWOS-3
120.025

CHICAGO CENTER
123.75 354.0

UNICOM
123.0 (CTAF) 0



MISSED APCH FIX



Procedure NA for arrivals at BDF VORTAC on airway radials 058 CW 093.

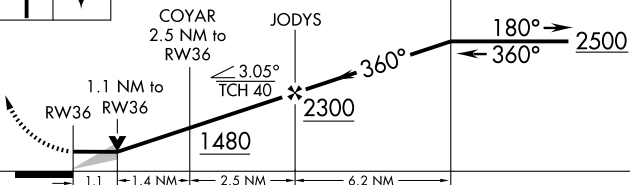
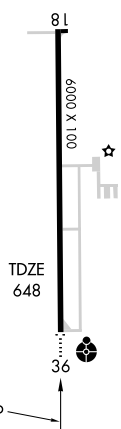
(IAF) BRADFORD BDF

2500 NoPT
090°
(19.8)

ELEV 654

MIRL Rwy 18-36 0

Λ 678±



CATEGORY	A	B	C	D
LNAV MDA	1020-3/4	372 (400-3/4)	1020-1 1/4	372 (400-1 1/4)
CIRCLING	1080-1 426 (500-1)	1160-1 506 (600-1)	1160-1 1/2 506 (600-1 1/2)	1240-2 586 (600-2)

PINCKNEYVILLE—DU QUOIN (PJY) 6 SE UTC-6(-5DT) N37°58.67' W89°21.63'

400 B FUEL 100LL TPA—1200(800) NOTAM FILE STL

RWY 18-36: H4000X60 (ASPH) S-4 MIRL

RWY 18: PAPI(P4L)—GA 3.0° TCH 20'.

RWY 36: PAPI(P4L)—GA 3.0° TCH 20'. Road.

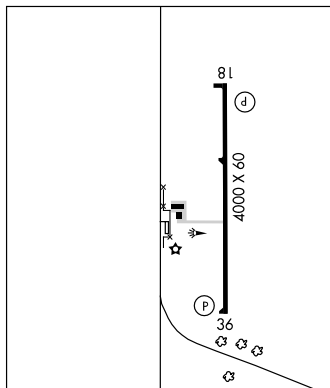
AIRPORT REMARKS: Attended irregularly. For service call acct maintenance, 618-443-2002. Wildlife on and in/ovf arpt.

Ultralight activity on and in/ovf arpt. Rotating bcn is shielded and not visible from the W. For service call 618-357-9611/8746 or 618-443-2002. Rwy 18-36 pre-set to low ints, to incr ints and ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr 24 hrs. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

COMMUNICATIONS: CTAF/UNICOM 122.8**(R) KANSAS CITY CENTER APP/DEP CON** 125.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20'
W89°09.54' 196° 28.2 NM to fld. 546/4E.

HIWAS.



ST LOUIS

L-16H

IAP

PITTSFIELD PENSTONE MUNI (PPQ) 3 NE UTC-6(-5DT) N39°38.33' W90°46.71'

710 B FUEL 100LL JET A TPA—1510(800) NOTAM FILE PPQ

RWY 13-31: H4000X60 (ASPH) S-12 MIRL 0.4% up NW

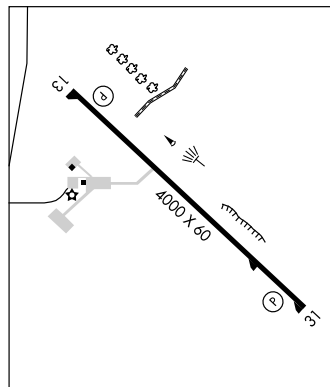
RWY 13: PAPI(P2L)—GA 3.0° TCH 32'. Tree.

RWY 31: PAPI(P2L)—GA 3.0° TCH 29'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. 24 hr. self svc credit card (major) fuel facility. Deer and migratory waterfowl on and in/ovf arpt. MIRL Rwy 13-31 preset on low ints; to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (217) 285-1428.**COMMUNICATIONS:** CTAF/UNICOM 122.8**KANSAS CITY CENTER APP/DEP CON** 135.525**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

QUINCY (L) VORTAC 113.6 UIN Chan 83 N39°50.87'
W91°16.74' 113° 26.3 NM to fld. 715/5E. HIWAS.



ST LOUIS

L-27B

IAP

POLO N41°57.94' W89°31.45' NOTAM FILE IKK.

(L) VOR/DME 111.2 PLL Chan 49 153° 8.7 NM to Dixon Muni-Charles R. Walgreen Fld. 840/3E.

HIWAS.

RCO 122.1R 111.2T (KANKAKEE RADIO)

CHICAGO

L-28H

APP CRS	Rwy Idg	4000
181°	TDZE	400
	Apt Elev	400

RNAV (GPS) RWY 18

PINCKNEYVILLE-DU QUOIN (PJY)

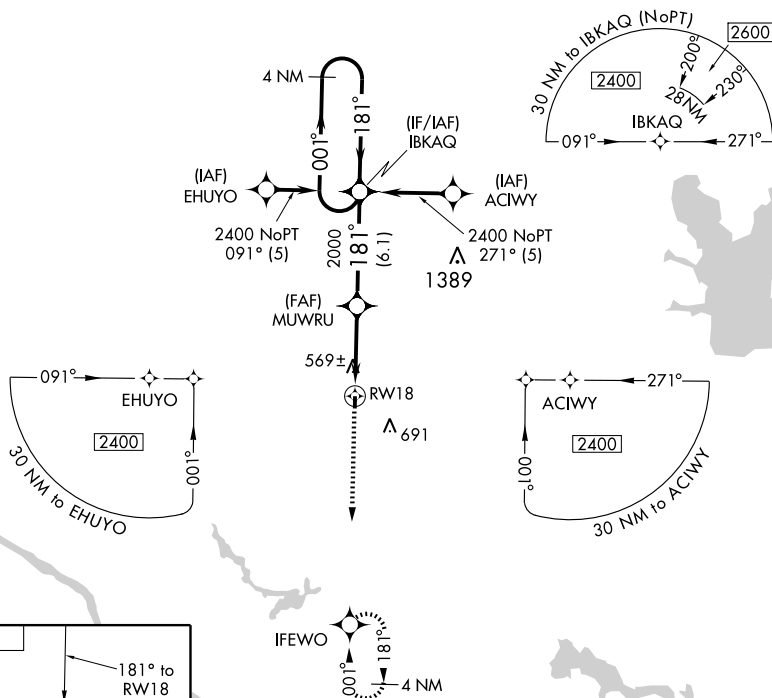


Use Carbondale-Murphysboro altimeter setting; if not received, use Sparta Community-Hunter Field altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

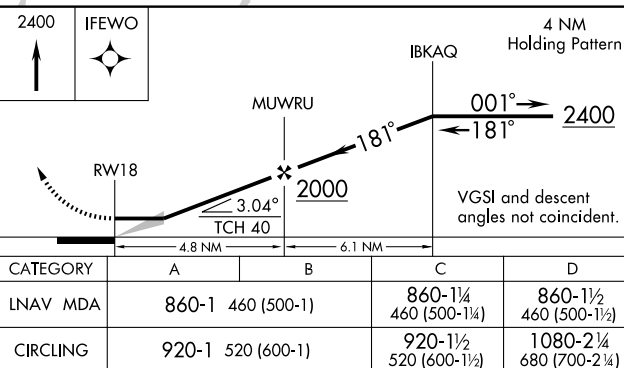
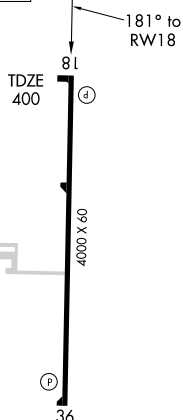
MISSED APPROACH: Climb to 2400 direct IFEWO and hold

KANSAS CITY CENTER
125.3 269.5

UNICOM
122.8 (CTAF)



ELEV 400



MIRL Rwy 18-36

PINCKNEYVILLE, ILLINOIS
Orig 05244

37° 59' N-89° 22' W

RNAV (GPS) RWY 18

PINCKNEYVILLE—DU QUOIN (PJY) 6 SE UTC-6(-5DT) N37°58.67' W89°21.63'

400 B FUEL 100LL TPA—1200(800) NOTAM FILE STL

RWY 18-36: H4000X60 (ASPH) S-4 MIRL

RWY 18: PAPI(P4L)—GA 3.0° TCH 20'.

RWY 36: PAPI(P4L)—GA 3.0° TCH 20'. Road.

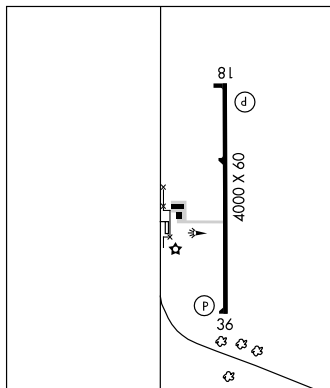
AIRPORT REMARKS: Attended irregularly. For service call acct maintenance, 618-443-2002. Wildlife on and in/ovf arpt.

Ultralight activity on and in/ovf arpt. Rotating bcn is shielded and not visible from the W. For service call 618-357-9611/8746 or 618-443-2002. Rwy 18-36 pre-set to low ints, to incr ints and ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 opr 24 hrs. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

COMMUNICATIONS: CTAF/UNICOM 122.8**(R) KANSAS CITY CENTER APP/DEP CON** 125.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20' W89°09.54' 196° 28.2 NM to fld. 546/4E.

HIWAS.



ST LOUIS
L-16H
IAP

PITTSFIELD PENSTONE MUNI (PPQ) 3 NE UTC-6(-5DT) N39°38.33' W90°46.71'

710 B FUEL 100LL, JET A TPA—1510(800) NOTAM FILE PPQ

RWY 13-31: H4000X60 (ASPH) S-12 MIRL 0.4% up NW

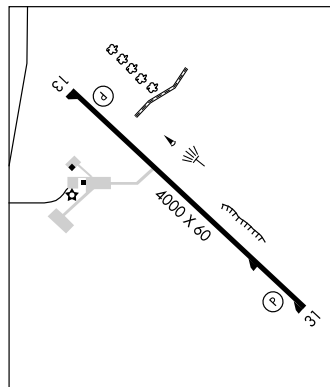
RWY 13: PAPI(P2L)—GA 3.0° TCH 32'. Tree.

RWY 31: PAPI(P2L)—GA 3.0° TCH 29'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z. 24 hr. self svc credit card (major) fuel facility. Deer and migratory waterfowl on and in/ovf arpt. MIRL Rwy 13-31 preset on low ints; to increase ints ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (217) 285-1428.**COMMUNICATIONS:** CTAF/UNICOM 122.8**KANSAS CITY CENTER APP/DEP CON** 135.525**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

QUINCY (L) VORTAC 113.6 UIN Chan 83 N39°50.87' W91°16.74' 113° 26.3 NM to fld. 715/5E. HIWAS.



ST LOUIS
L-27B
IAP

POLO N41°57.94' W89°31.45' NOTAM FILE IKK.

(L) VOR/DME 111.2 PLL Chan 49 153° 8.7 NM to Dixon Muni—Charles R. Walgreen Fld. 840/3E.

HIWAS.

RCO 122.1R 111.2T (KANKAKEE RADIO)

CHICAGO
L-28H

APP CRS
133°

Rwy ldg **4000**
TDZE **710**
Apt Elev **710**

RNAV (GPS) RWY 13

PITTSFIELD PENSTONE MUNI (PPQ)

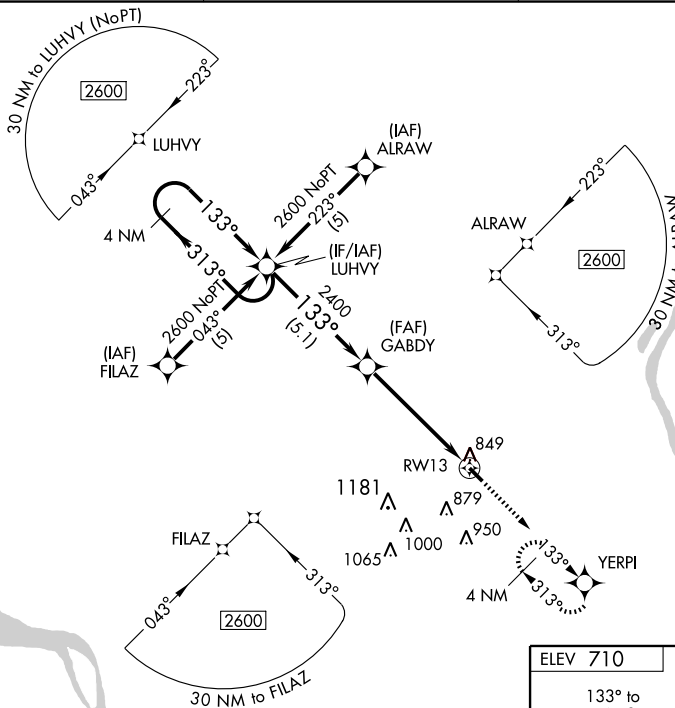
A Baro-VNAV NA below -16°C (3°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 133° course to YERPI
WP and hold.

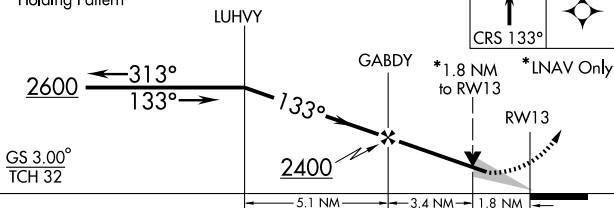
AWOS-3
118.525

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) 0



4 NM
Holding Pattern



ELEV 710

133° to
RWY 13

YERPI

CRS 133°

TDZE
710

400 X 60

0.4% UP

57

MIRL Rwy 13-31 0

APP CRS **313°**
Rwy Idg **4000**
TDZE **710**
Apt Elev **710**

RNAV (GPS) RWY 31

PITTSFIELD PENSTONE MUNI (PPQ)



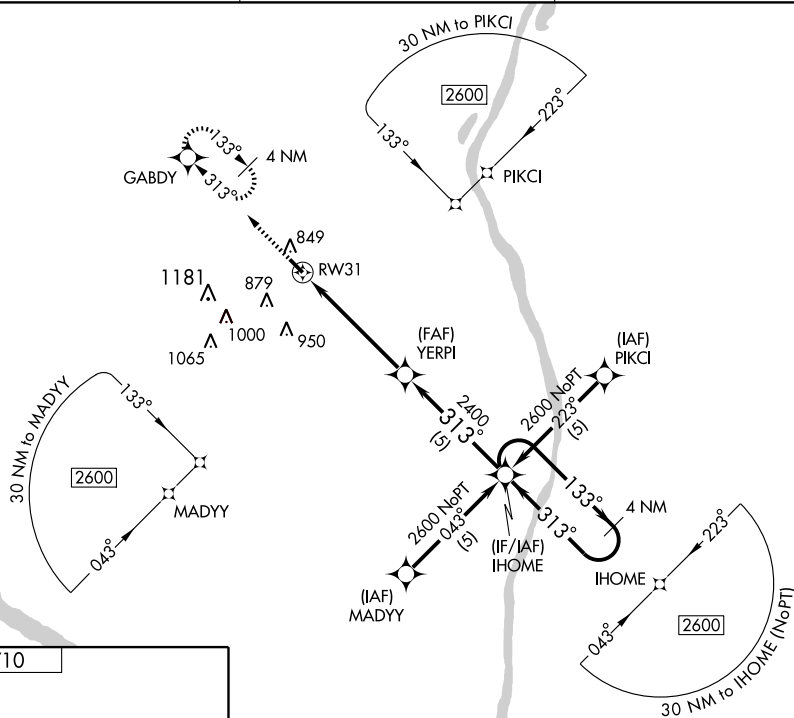
Baro-VNAV NA below -16°C (3°F).
GPS or RNP-0.3 Required. DME/DME-0.3 NA.

MISSED APPROACH: Climb to 2600 via 313° course to GABDY WP and hold.

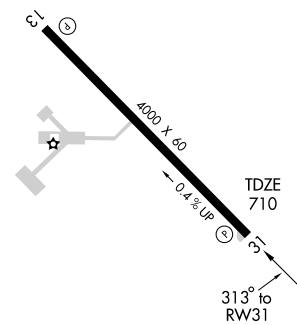
AWOS-3
118.525

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) 0



ELEV 710



2600

↑

CRS 313°

GABDY

✧

4 NM

Holding Pattern

IHOME

133° →

← 313°

2600

*LNAV Only

*1.2 NM to RW31

YERPI

313°

2400

GS 3.00°

TCH 40

RW31

1.2

4 NM

5 NM

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1060-1¼ 350 (400-1¼)			NA
LNAV MDA	1100-1 390 (400-1)			NA
CIRCLING	1160-1¼ 450 (500-1¼)		1160-1½ 450 (500-1½)	NA

MIRL Rwy 13-31 0

VORTAC UIN 113.6 Chan 83	APP CRS 113°	Rwy Idg TDZE Apt Elev	4000 710 710
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VOR/DME RWY 13

PITTSFIELD PENSTONE MUNI (PPQ)

MISSED APPROACH: Climbing left turn to 2400 via
UIN R-113 to MANCE 21 DME and hold.

AWOS-3
118.525

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF)

△ 1643

IAF
QUINCY
113.6 UIN
Chan 83

KIRTT
UIN 10

MANCE
UIN 21

MSA UIN 27 NM

2700 2400

ELEV 710

113° 5 NM
from FAF

TDZE
710

MANCE

2400
UIN R-113
113.6

Procedure Turn
NA

VORTAC

KIRTT
UIN 10

MANCE
UIN 21

2400

2400

2400

3.12°
TCH 32

UIN 26

10 NM

11 NM

5 NM

CATEGORY

A

B

C

D

S-13

1300-1
590 (600-1)

1300-1¼
590 (600-1¼)

1300-1½
590 (600-1½)

NA

CIRCLING

1300-1
590 (600-1)

1300-1¼
590 (600-1¼)

1300-1½
590 (600-1½)

NA

MIRL Rwy 13-31

PONTIAC MUNI (PNT) 3 N UTC-6(-5DT) N40°55.47' W88°37.44'

666 B S4 FUEL 100LL, JET A NOTAM FILE PNT

RWY 06-24: H5000X75 (ASPH) S-8, D-12.5 MIRL 0.3% up NE

RWY 06: PVASI(P SIL). Pole. RWY 24: PVASI(P SIL).

AIRPORT REMARKS: Attended Nov-Mar 1400-2300Z†, Apr-Oct 1400Z†-Dusk. Rwy 06 PVASI OTS indef. ACTIVATE MIRL Rwy 06-24 and PVASI Rwy 06 and Rwy 24-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (815) 844-0923.

HIWAS 109.6 PNT.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 109.6T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

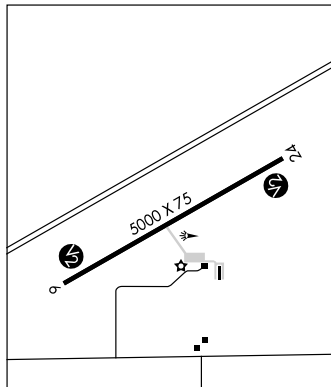
(L) VOR/DME 109.6 PNT Chan 33 N40°49.27'

W88°44.01' 036° 8.0 NM to fld. 679/03E. HIWAS.

CHICAGO

H-5E, L-27C

IAP

**POPLAR GROVE** (C77) 3 S UTC-6(-5DT) N42°19.39' W88°50.18'

858 B S4 FUEL 100LL, MOGAS TPA-1858(1000) NOTAM FILE IKK

RWY 12-30: H3773X50 (ASPH-AFSC) LIRL (NSTD)

RWY 12: Thld dsplcd 500'. Tree.

RWY 09-27: 2709X200 (TURF) 0.3% up W

RWY 09: Tree. RWY 27: Tree.

RWY 17-35: 2467X150 (TURF)

RWY 17: Thld dsplcd 340'. Road.

RWY 35: Bldg.

AIRPORT REMARKS: Attended SR-SS. Rwy 17-35 and 09-27 CLOSED exc ski acft when snow covered. Rwy 12-30 NSTD LIRL due to spacing, ints and non-frangible mountings. Tetrahedron lgts OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

® ROCKFORD APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RFD.

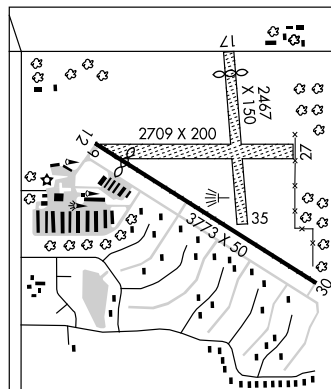
ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53'

W89°11.96' 069° 17.2 NM to fld. 868/1E.

CHICAGO

L-28H

IAP

**QUAD-CITY** (See MOLINE)**QUAD-CITY SPB** (See MOLINE)

WAAS CH 86708 W06A	APP CRS 060°	Rwy Idg TDZE Apt Elev	5000 657 666
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RNAV (GPS) RWY 6

PONTIAC MUNI (PNT)

<p>▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase LPV DA to 1138, LNAV/VNAV DA to 1339 and all MDA 100 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV 1 mile all Cats, LNAV and Circling Cat C ¼ mile. Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 3000 direct KEJDO and hold.</p>
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AWOS-3

119.675

CHICAGO CENTER

124.55 398.9

UNICOM

122.8 (CTAF) ①

Procedure NA for arrivals at SMARS via V9 Northbound.

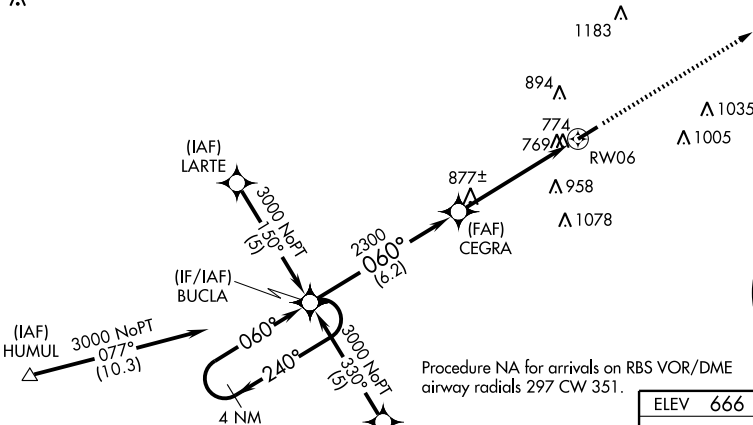
SMARS

3000
189°
(14.1)

△ 1355

4 NM

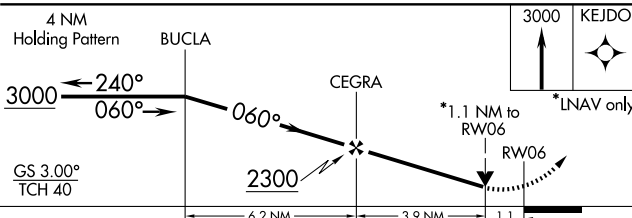
061°
241°
KEJDO



Procedure NA for arrivals at HUMUL via V48-586 Westbound.

Procedure NA for arrivals on RBS VOR/DME airway radials 297 CW 351.

ELEV 666



CATEGORY	A	B	C	D
LPV DA	1040-1½	383 (400-1½)		NA
LNAV/ DA VNAV	1071-1½	414 (500-1½)		NA
LNAV MDA	1040-1	383 (400-1)		NA
CIRCLING	1180-1	514 (600-1)	1200-1½ 534 (600-1½)	NA

MIRL Rwy 6-24 ①

WAAS CH 50308 W24A	APP CRS 241°	Rwy Idg 5000 TDZE 666 Apt Elev 666
--	------------------------	---

RNAV (GPS) RWY 24
PONTIAC MUNI (PNT)

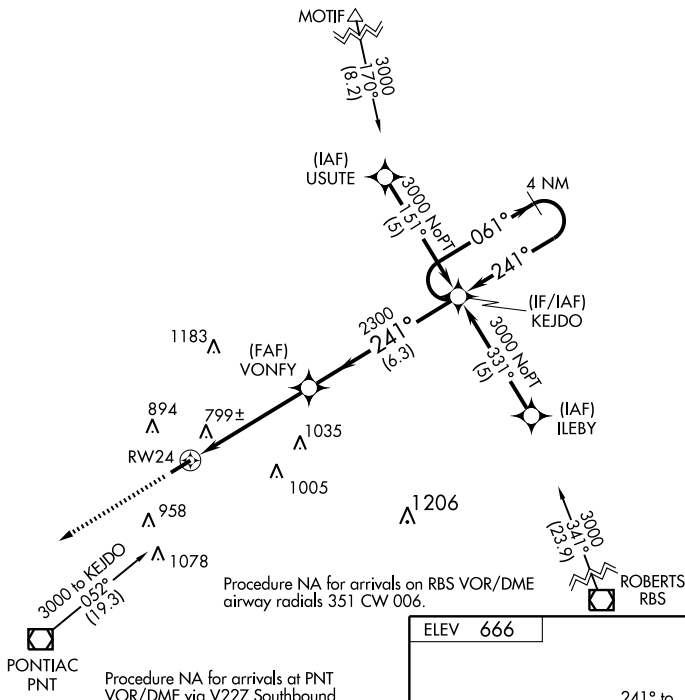
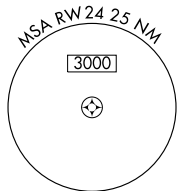
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, INAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Bloomington/Normal altimeter setting and increase all DA 98 feet and all MDA 100 feet, and increase LPV all Cats, INAV/VNAV all Cats, INAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Bloomington/Normal altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
BUCLA and hold.

AWOS-3
119.675

CHICAGO CENTER
124.55 398.9

UNICOM
122.8 (CTAF) **L**



BUCLA

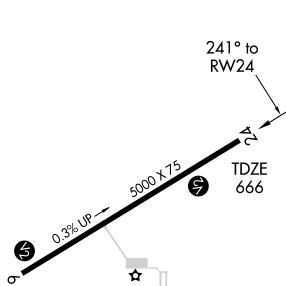
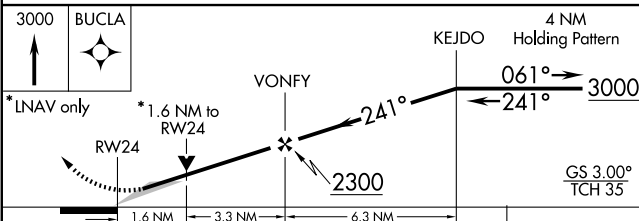


4 NM

PONTIA

Procedure NA for arrivals at PNT VOR/DME via V227 Southbound

ELEV 666



CATEGORY	A	B	C	D
LPV DA	916-1	250 (300-1)		NA
LNAV/ VNAV	1139-1 $\frac{3}{4}$	473 (500-1 $\frac{3}{4}$)		NA
LNAV MDA	1220-1	554 (600-1)	1220-1 $\frac{1}{2}$ 554 (600-1 $\frac{1}{2}$)	NA
CIRCLING	1220-1	554 (600-1)	1220-1 $\frac{1}{2}$ 554 (600-1 $\frac{1}{2}$)	NA

MIRL Rwy 6-24 L

PONTIAC, ILLINOIS
Orig 08213

40°55'N-88°38'W

PONTIAC MUNI (PNT)
RNAV (GPS) RWY 24

EC-3, 23 SEP 2010 to 21 OCT 2010

VOR/DME PNT 109.6 Chan 33	APP CRS 217°	Rwy Idg 5000 TDZE 666 Apt Elev 666
---	------------------------	---

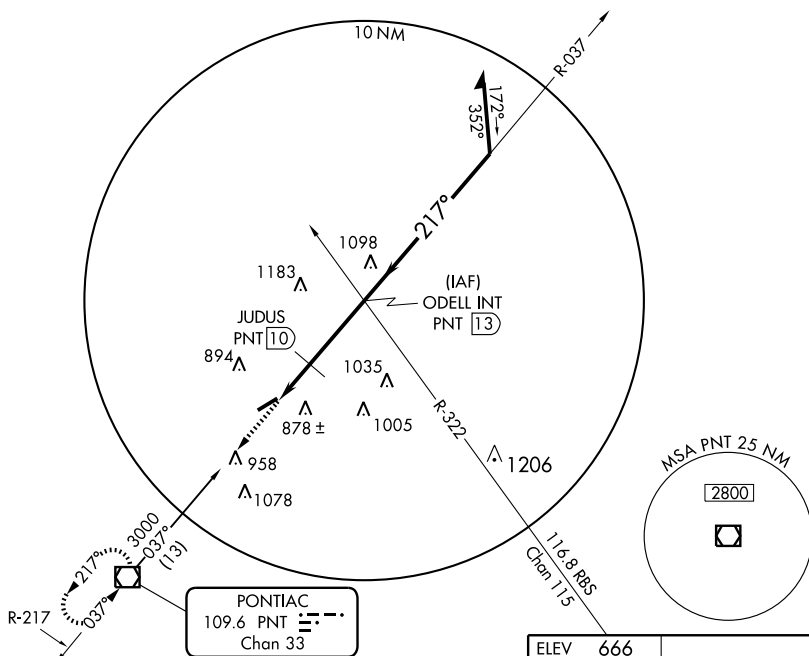
VOR RWY 24
PONTIAC MUNI (PNT)

T When local altimeter setting not received, use Bloomington/Normal altimeter
A setting and increase all MDA 100 feet, increase S-24 and Circling Cat C visibility
 $\frac{1}{2}$ mile, and JUDUS fix minimums S-24 and Circling Cat C visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 3000 direct PNT VOR/DME and hold.

AWOS-3
119.675

CHICAGO CENTER
124.55 398.9

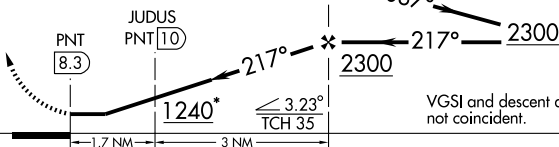
UNICOM
122.8 (CTAF) **L**

3000	PNT
	109.6

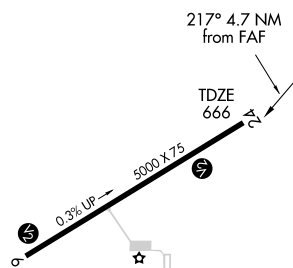
*1340 when using Bloomington/
Normal altimeter setting.

ington/
MODELING INT

Remain
within 10 NM



ELEV	666
------	-----



CATEGORY	A	B	C	D
S-24	1240-1	574 (600-1)	1240-1½ 574 (600-1½)	NA
CIRCLING	1240-1	574 (600-1)	1240-1½ 574 (600-1½)	NA

JUDUS FIX MINIMUMS

S-24	1140-1 474 (500-1)	1140-1½ 474 (500-1½)	NA
CIRCLING	1180-1 514 (600-1)	1220-1½ 554 (600-1½)	NA

MIRL Rwy 6-24 **L**

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

PONTIAC, ILLINOIS
Amdt 2 08213

40°55'N-88°38'W

PONTIAC MUNI (PNT)
VOR RWY 24

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

PONTIAC MUNI (PNT) 3 N UTC-6(-5DT) N40°55.47' W88°37.44'

666 B S4 FUEL 100LL, JET A NOTAM FILE PNT

RWY 06-24: H5000X75 (ASPH) S-8, D-12.5 MIRL 0.3% up NE

RWY 06: PVASI(P SIL). Pole. RWY 24: PVASI(P SIL).

AIRPORT REMARKS: Attended Nov-Mar 1400-2300Z†, Apr-Oct 1400Z†-Dusk. Rwy 06 PVASI OTS indef. ACTIVATE MIRL Rwy 06-24 and PVASI Rwy 06 and Rwy 24-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.675 (815) 844-0923.

HIWAS 109.6 PNT.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 109.6T (KANKAKEE RADIO)

® CHICAGO CENTER APP/DEP CON 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

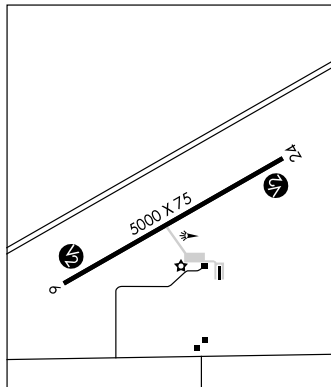
(L) VOR/DME 109.6 PNT Chan 33 N40°49.27'

W88°44.01' 036° 8.0 NM to fld. 679/03E. HIWAS.

CHICAGO

H-5E, L-27C

IAP

**POPLAR GROVE** (C77) 3 S UTC-6(-5DT) N42°19.39' W88°50.18'

858 B S4 FUEL 100LL, MOGAS TPA-1858(1000) NOTAM FILE IKK

RWY 12-30: H3773X50 (ASPH-AFSC) LIRL (NSTD)

RWY 12: Thld dspcd 500'. Tree.

RWY 09-27: 2709X200 (TURF) 0.3% up W

RWY 09: Tree. RWY 27: Tree.

RWY 17-35: 2467X150 (TURF)

RWY 17: Thld dspcd 340'. Road.

RWY 35: Bldg.

AIRPORT REMARKS: Attended SR-SS. Rwy 17-35 and 09-27 CLOSED exc ski acft when snow covered. Rwy 12-30 NSTD LIRL due to spacing, ints and non-frangible mountings. Tetrahedron lgts OTS indef.

COMMUNICATIONS: CTAF/UNICOM 122.8

® ROCKFORD APP/DEP CON 121.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RFD.

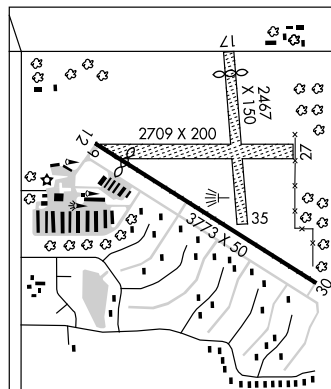
ROCKFORD (L) VOR/DME 110.8 RFD Chan 45 N42°13.53'

W89°11.96' 069° 17.2 NM to fld. 868/1E.

CHICAGO

L-28H

IAP

**QUAD-CITY** (See MOLINE)**QUAD-CITY SPB** (See MOLINE)

VOR/DME RFD 110.8 Chan 45	APP CRS 069°	Rwy ldg TDZE Apt Elev N/A N/A 856
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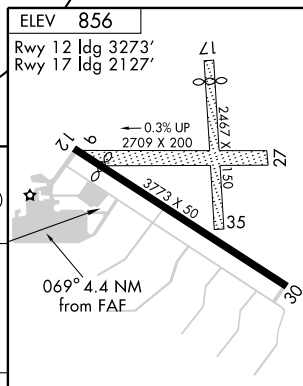
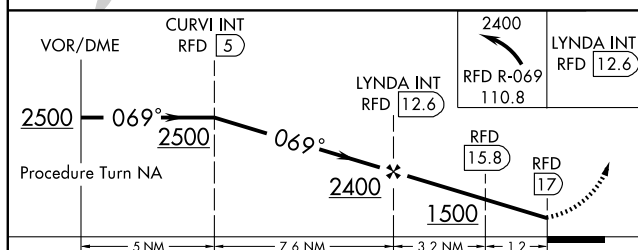
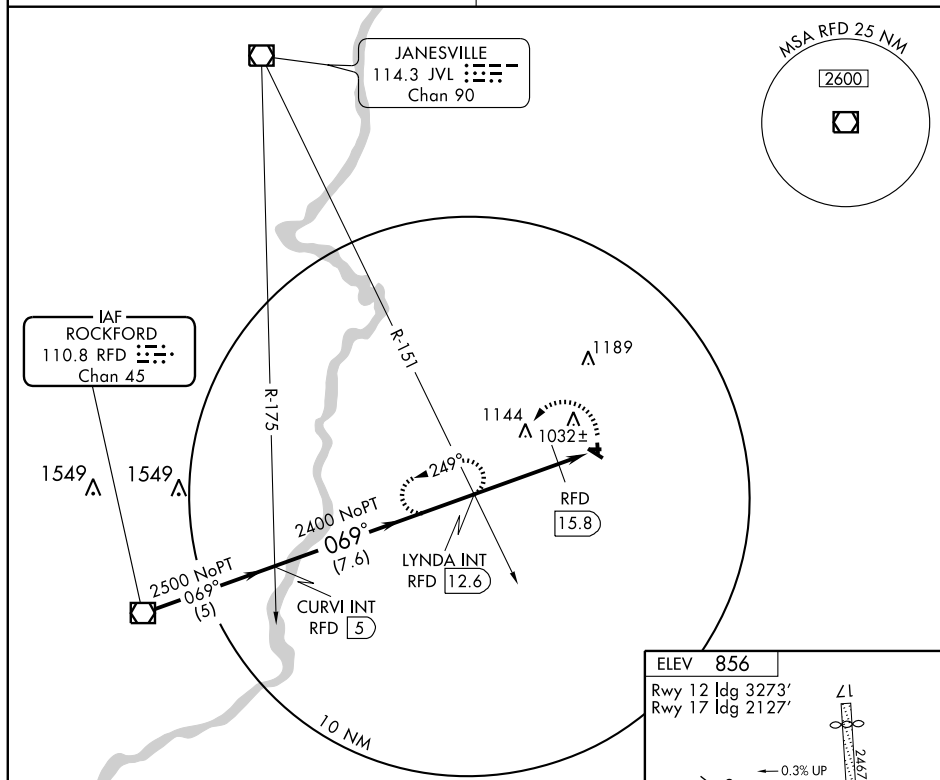
VOR-A
POPLAR GROVE (C77)

▼
▲ NA Use Rockford, IL altimeter setting.

MISSED APPROACH: Climbing left turn to 2400
via RFD R-069 to LYNDIA Int 12.6 DME and hold.

ROCKFORD APP CON
121.0 327.0

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1500-1	644 (700-1)	1500-1½ 644 (700-1¾)	NA
DME MINIMUMS				
CIRCLING	1380-1	524 (600-1)	1380-1½ 524 (600-1½)	NA

LIRL Rwy 12-30

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

QUINCY RGNL-BALDWIN FLD (UIN) 10 E UTC-6(-5DT) N39°56.57' W91°11.68'

KANSAS CITY

769 B S4 FUEL 100LL, JET A TPA-1769(1000) Class II, ARFF Index A NOTAM FILE UIN H-5D, L-27B

RWY 04-22: H7098X150 (ASPH-CONC-GRVD) S-60, D-75, 2S-95, 2D-150 HIRL

IAP

RWY 04: MALSR. Road.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 43'.

RWY 18-36: H5877X150 (ASPH-CONC) S-45, D-55, 2D-150 MIRL

RWY 18: REIL.

RWY 36: Thld dsplcd 477'. Road.

RWY 13-31: H5397X150 (ASPH-GRVD) S-75, D-95, 2S-121, 2D-150 MIRL

RWY 13: VASI(V4L)—GA 3.0° TCH 31'. Road.

RWY 31: PAPI(P4R)—GA 3.0° TCH 40'. Pole

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

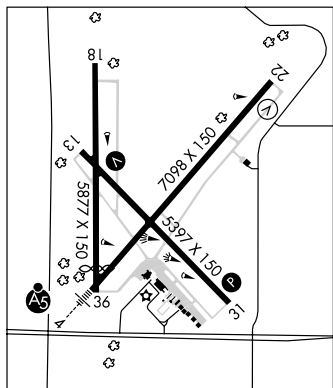
RWY 13: TORA-5396 TODA-5396 ASDA-5123 LDA-5123

RWY 18: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

RWY 22: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

RWY 31: TORA-5396 TODA-5396 ASDA-5146 LDA-5146

RWY 36: TORA-5400 TODA-5400 ASDA-5400 LDA-5400



AIRPORT REMARKS: Attended 1100-0400Z†. For attendant after hrs call 217-885-3353 or 217-224-3755. Migratory waterfowl on and in/ov arpt. Fld conditions are not monitored between the hours of 0400-1030Z†. 48 hrs PPR for unscheduled air carrier ops involving acft with more than 30 passenger seats. Call arpt manager 217-885-3285 or 217-885-3262 during business hrs. Rwy 18-36 spalling with cracks throughout rwy. N 479' of Rwy 18-36 conc. NE 1300' of Rwy 04-22 conc. HIRL Rwy 04-22 preset low ints; to increase ints and ACTIVATE MIRL Rwy 13-31 and Rwy 18-36, MALSR Rwy 04, VASI Rwy 13 and PAPI Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 121.425 (217) 885-3319. HIWAS 113.6 UIN.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 113.6T (ST LOUIS RADIO)

RCO 122.5 (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 135.525

AIRSPACE: CLASS E svc operational by NOTAM other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

(H) VORTAC 113.6 UIN Chan 83 N39°50.87' W91°16.74' 029° 6.9 NM to fld. 715/5E. HIWAS.

NDB (MHW/LOM) 293 UI N39°53.21' W91°15.22' 037° 4.3 NM to fld. Unmonitored.

ILS 110.1 I-UIN Rwy 04. Class IE. LOM QUINCY NDB. ILS unmonitored.

RAINBOW HELIPORT (See PEORIA)**RANTOUL NATIONAL AVIATION CENTER-FRANK ELLIOTT FLD** (TIP) O N UTC-6(-5DT)

CHICAGO

N40°17.61' W88°08.54'

H-5E, L-27C

737 B S4 FUEL 100LL, JET A NOTAM FILE TIP

IAP

RWY 09-27: H5000X75 (ASPH) MIRL

RWY 09: PAPI(P4L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 18-36: H4895X75 (ASPH) MIRL

RWY 18: Tree.

RWY 36: Tree. Rgt tfc.

AIRPORT REMARKS: Attended continuously. For fuel after hrs call 217-892-2121. Parachute Jumping. PAPI Rwy 09 and Rwy 27 opr continuously. MIRL Rwy 09-27 and Rwy 18-36 preset on low ints, to increase ints ACTIVATE—CTAF.

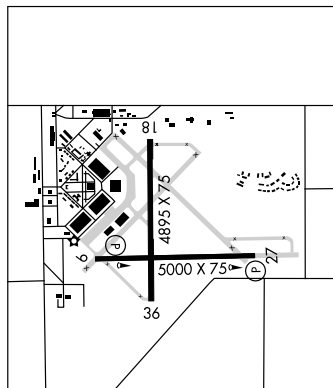
WEATHER DATA SOURCES: AWOS-3 119.025 (217) 892-4999.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z†)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07' W88°16.56' 019° 16.7 NM to fld. 745/3E.

**ROBERTS** N40°34.90' W88°09.86' NOTAM FILE STL.

CHICAGO

(L) VOR/DME 116.8 RBS Chan 115 166° 8.1 NM to Paxton. 780/2E.

H-5E, L-27C

RCO 122.1R 116.8T (ST LOUIS RADIO)

LOC I- <u>UIN</u> <u>110.1</u>	APP CRS <u>038°</u>	Rwy Idg 7098
	TDZE 762	
	Apt Elev 769	

ILS or LOC RWY 4

QUINCY RGNL-BALDWIN FIELD (UIN)

NA For inoperative MALSR, increase S-LOC 4 Cat. D visibility $\frac{1}{4}$ mile. ADF REQUIRED.



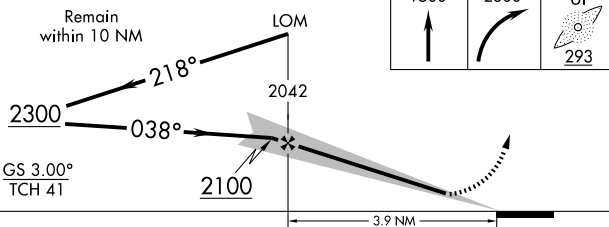
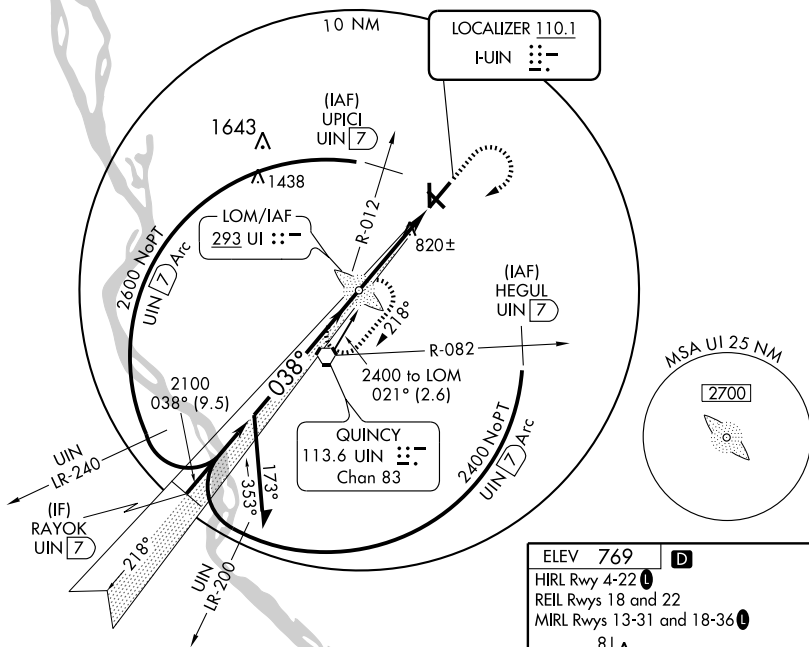
MISSED APPROACH: Climb to 1500, then climbing right turn to 2300 direct UI LOM and hold.

ASOS
121.425

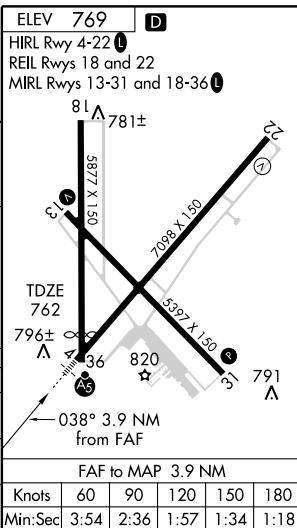
KANSAS CITY CENTER
135.525 319.9

UNICOM
123.0 (CTAF) 0

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 4	962- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 4	1080- $\frac{1}{2}$ 318 (400- $\frac{1}{2}$)			1080- $\frac{3}{4}$ 318 (400- $\frac{3}{4}$)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1 $\frac{1}{2}$ 451 (500-1 $\frac{1}{2}$)	1320-2 551 (600-2)



LOC I- <u>UIN</u> 110.1	APP CRS 218°	Rwy Idg TDZE Apt Elev	7098 749 769
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LOC/DME BC RWY 22

QUINCY RGNL-BALDWIN FIELD (UIN)

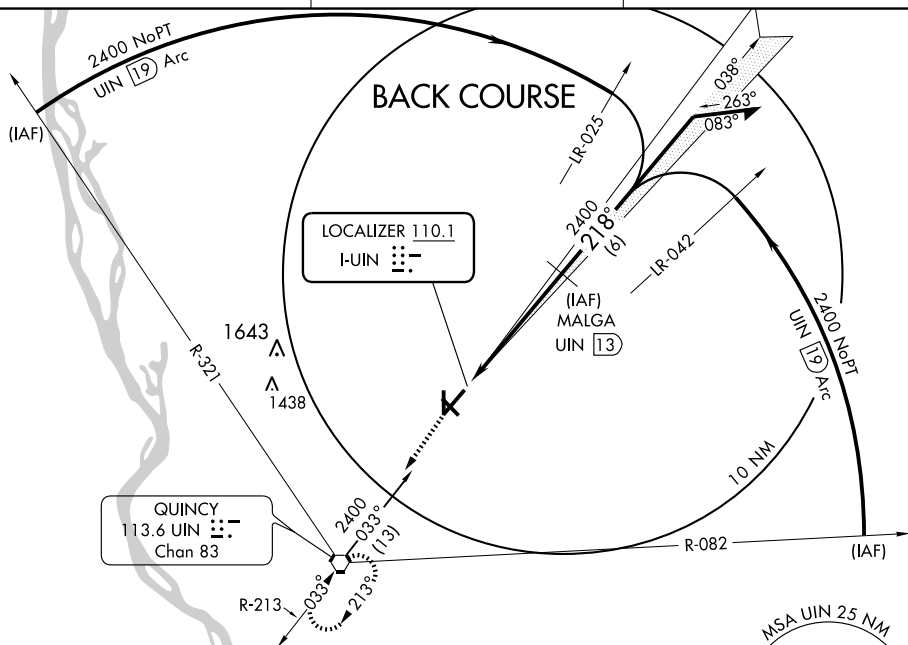
Simultaneous reception of I-UIN and UIN DME Required.
DME from UIN VORTAC.

MISSED APPROACH: Climb to 2400
direct UIN VORTAC and hold.

ASOS
121.425

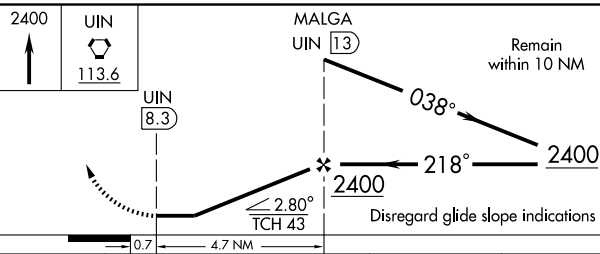
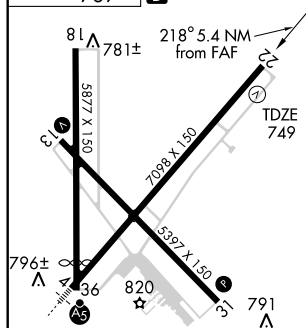
KANSAS CITY CENTER
135.525 319.9

UNICOM
123.0 (CTAF)



ELEV 769

D



CATEGORY	A	B	C	D
S-22	1140-1 391 (400-1)			1140-1¼ 391 (400-1¼)
CIRCLING	1200-1 431 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)

REIL Rwy 18 and 22

HIRL Rwy 4-22

MIRL Rwy 13-31 and 18-36

QUINCY, ILLINOIS

Amdt 6A 10154

39° 57' N-91° 12' W

QUINCY RGNL-BALDWIN FIELD (UIN)

LOC/DME BC RWY 22

EC-3, 23 SEP 2010 to 21 OCT 2010

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ miles. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats. ¼ mile and LNAV Cat. C ¼ mile. For inoperative MALSR when using Pittsfield altimeter setting, increase LPV visibility all Cats. to 1 mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

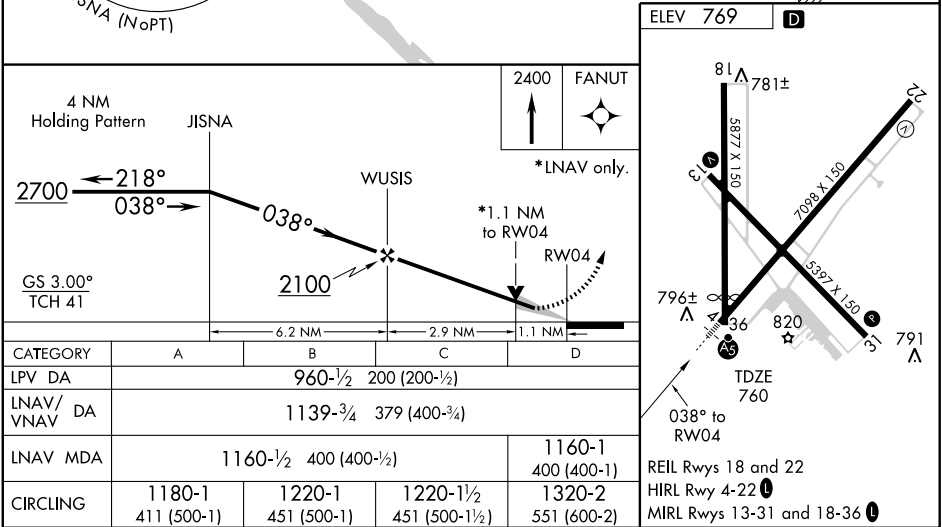
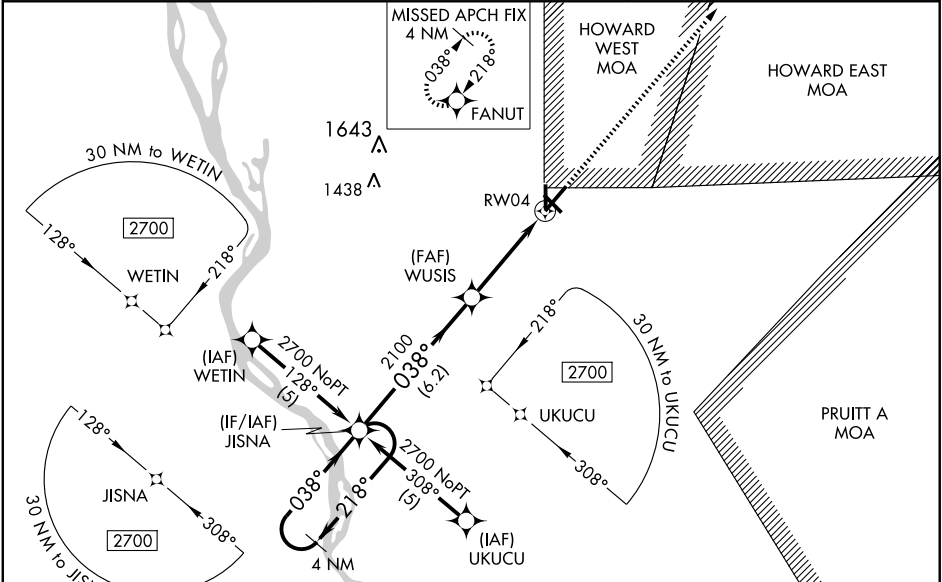
MALSR

MISSED APPROACH:
 Climb to 2400 direct FANUT and hold

ASOS
121.425

KANSAS CITY CENTER
135.525 319.9

UNICOM
123.0 (CTAF) 0



EC-3, 23 SEP 2010 to 21 OCT 2010

WASIS CH 65910 W13A	APP CRS 133°	Rwy Idg TDZE Apt Elev	5123 767 769
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RNAV (GPS) RWY 13

QUINCY RGNL-BALDWIN FIELD (UIN)

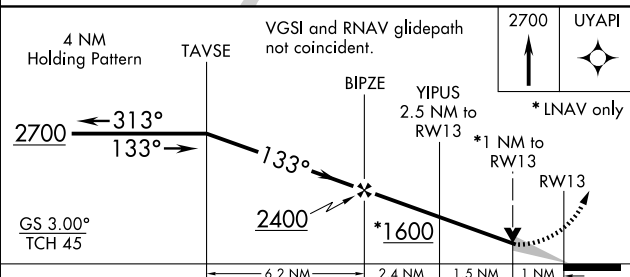
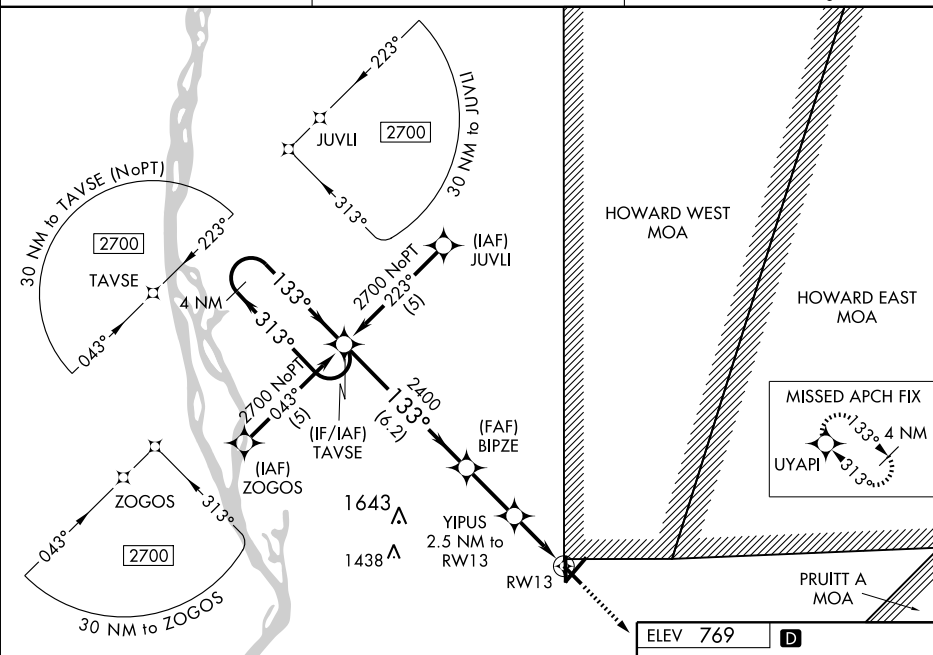
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and **A** LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ½ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH:
Climb to 2700 direct UYAPI and hold.

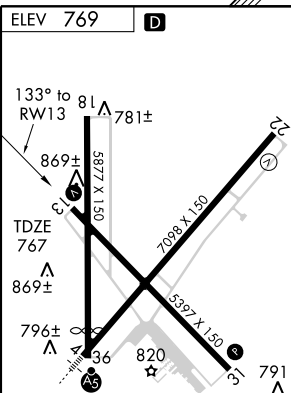
ASOS
121.425

KANSAS CITY CENTER
135.525 319.9

UNICOM
123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1116-1¼	349 (400-1¼)		
LNAV/VNAV DA	1139-1¼	372 (400-1¼)		
LNAV MDA	1120-1	353 (400-1)		1120-1¼ 353 (400-1¼)
CIRCLING	1180-1 411 (500-1)	1220-1 451 (500-1)	1220-1½ 451 (500-1½)	1320-2 551 (600-2)



REIL Rwy 18 and 22
HIRL Rwy 4-22 0
MIRL Rwy 13-31 and 18-36 0

WAAS CH 56510 W18A	APP CRS 177°	Rwy Idg TDZE Apt Elev	5400 760 769
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RNAV (GPS) RWY 18

QUINCY RGNL-BALDWIN FIELD (UIN)

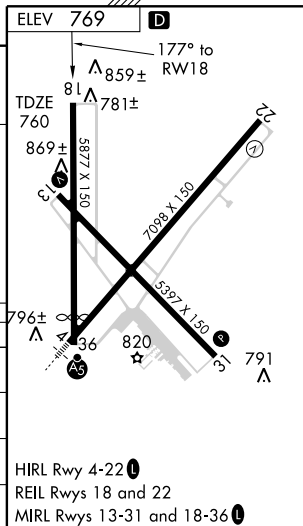
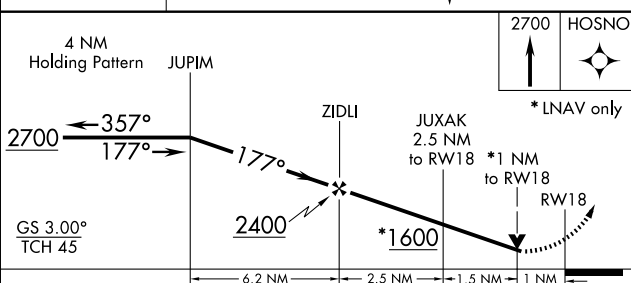
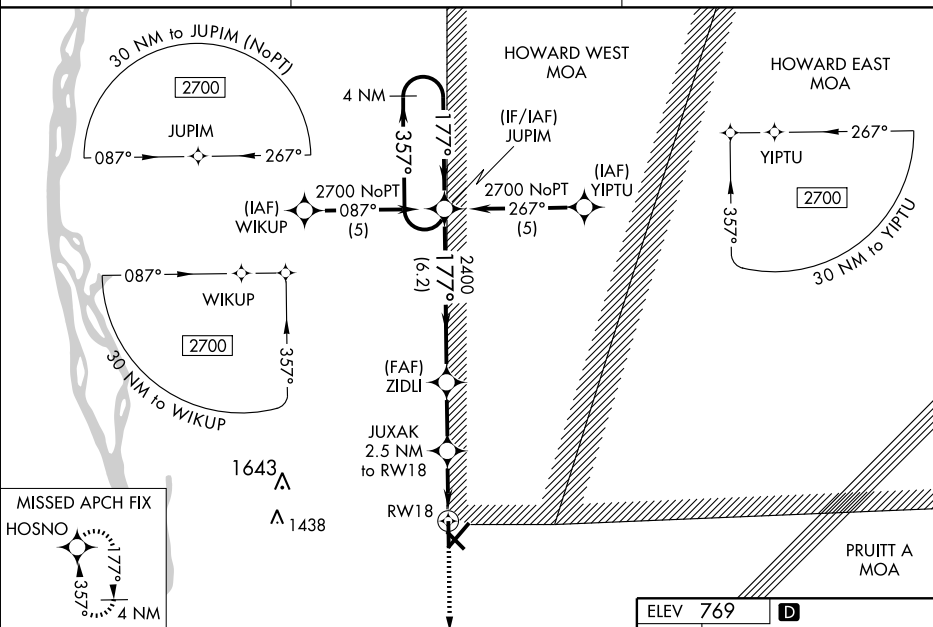
Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cats. C, D ¼ mile. VDP NA when using Pittsfield altimeter setting.

MISSED APPROACH:
Climb to 2700 direct
HOSNO and hold.

ASOS
121.425

KANSAS CITY CENTER
135.525 319.9

UNICOM
123.0 (CTAF) 0



EC-3, 23 SEP 2010 to 21 OCT 2010

QUINCY, ILLINOIS

AL-862 (FAA)

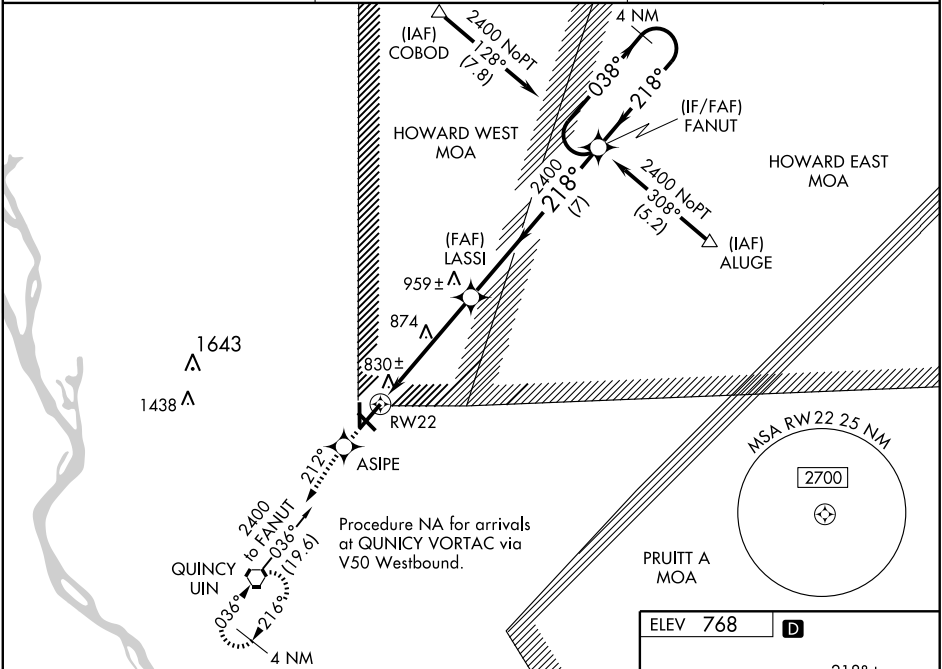
WAAS CH 45705 W22A	APP CRS 218°	Rwy Idg TDZE 749 Apt Elev 768	7098 749 768
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RNAV (GPS) RWY 22 QUINCY RGNL-BALDWIN FIELD (UIN)

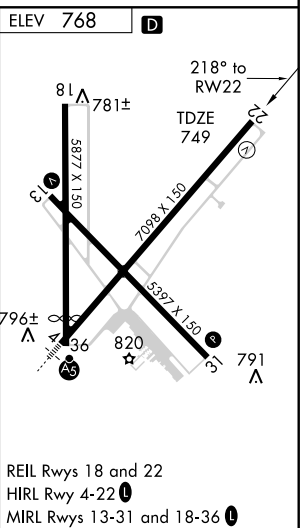
▼ Baro-VNAV NA when using Pittsfield altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Pittsfield altimeter setting. If local altimeter setting not received, use Pittsfield altimeter setting and increase all DAs 70 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 2400 direct ASIFE and via 212° track to UIN VORTAC and hold.

ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 123.0 (CTAF) 0
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2400	ASIFE	212° TRK	UIN
<p>* LNAV only</p> <p>RW22</p> <p>1.1 NM to RW22</p> <p>1.1 NM</p> <p>3.9 NM</p> <p>7 NM</p> <p>LASSI</p> <p>FANUT</p> <p>218°</p> <p>038°</p> <p>2400</p> <p>GS 3.00°</p> <p>TCH 43</p>			
CATEGORY	A	B	C
LPV DA	999-1 250 (300-1)		
LNAV/VNAV DA	1161-1½ 412 (400-1½)		
LNAV MDA	1140-1 391 (400-1)		
CIRCLING	1200-1 432 (500-1)	1220-1 452 (500-1)	1220-1½ 452 (500-1½)



QUINCY, ILLINOIS
Orig 10154

39° 57'N - 91° 12'W

QUINCY RGNL-BALDWIN FIELD (UIN)
RNAV (GPS) RWY 22

EC-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 61210 W31A	APP CRS 313°	Rwy Idg TDZE Apt Elev	5146 769 769
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RNAV (GPS) RWY 31

QUINCY RGNL-BALDWIN FIELD (UIN)

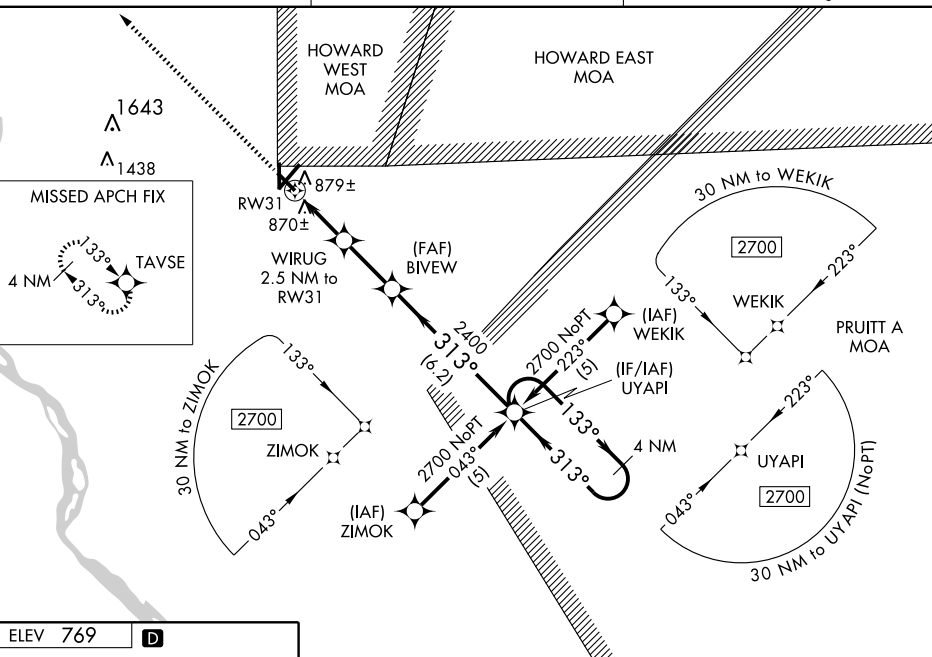
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ½ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH:
Climb to 2700 direct
TAVSE and hold

ASOS
121.425

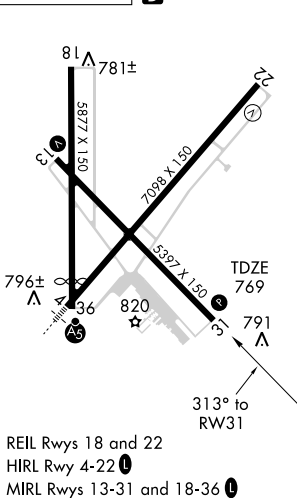
KANSAS CITY CENTER
135.525 319.9

UNICOM
123.0 (CTAF) 0



ELEV 769

D



* LNAV only

*1 NM to RW31

WIRUG

2.5 NM to RW31

BIVEW

UYAPI

4 NM Holding Pattern

133°

313°

2700

GS 3.00°

TCH 40

1 NM

1.5 NM

2.4 NM

6.2 NM

CATEGORY

A

B

C

D

LPV DA

1057-1

288 (300-1)

LNAV/VNAV DA

1168-1½

399 (400-1½)

LNAV MDA

1140-1

371 (400-1)

1140-1¼

371 (400-1¼)

CIRCLING

1180-1

411 (500-1)

1220-1

451 (500-1)

1220-1½

451 (500-1½)

1320-2

551 (600-2)

WAAS CH 97610 W36A	APP CRS 357°	Rwy Idg 5400 TDZE 759 Apt Elev 769
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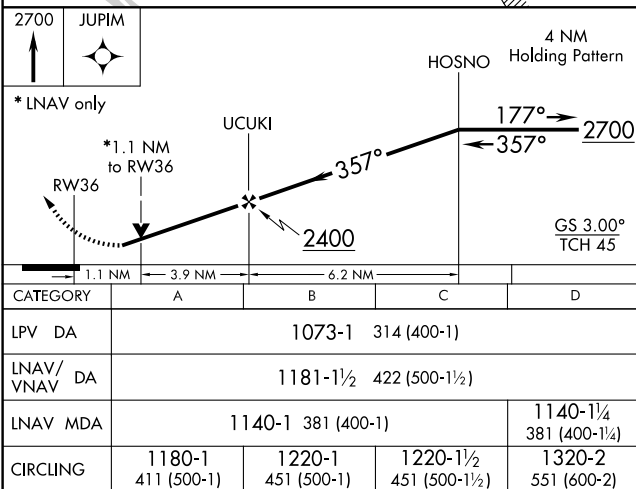
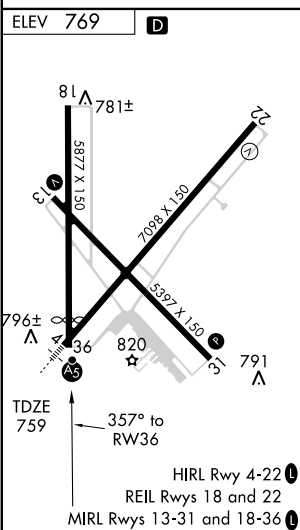
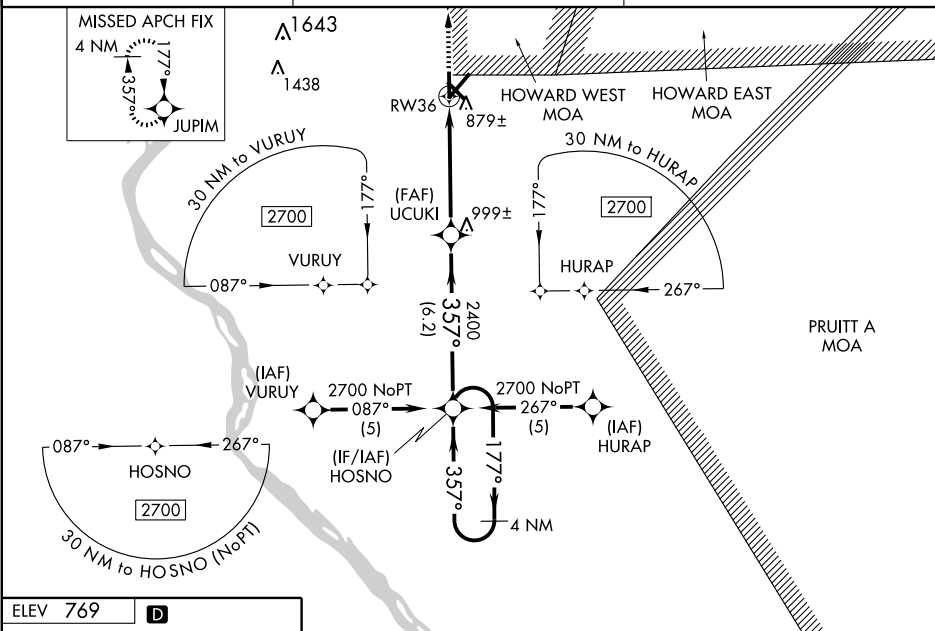
RNAV (GPS) RWY 36

QUINCY RGNL-BALDWIN FIELD (UIN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pittsfield altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV visibility all Cats. ¼ mile. Increase LNAV visibility Cat. C, D ¼ mile. VDP and Baro-VNAV NA when using Pittsfield altimeter setting.

MISSED APPROACH:
Climb to 2700 direct
JUPIM and hold.

ASOS 121.425	KANSAS CITY CENTER 135.525 319.9	UNICOM 123.0 (CTAF) 0
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VORTAC UIN 113.6 Chan 83	APP CRS 211°	Rwy Idg TDZE Apt Elev	7098 749 768
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VOR/DME RWY 22

QUINCY RGNL-BALDWIN FIELD (UIN)



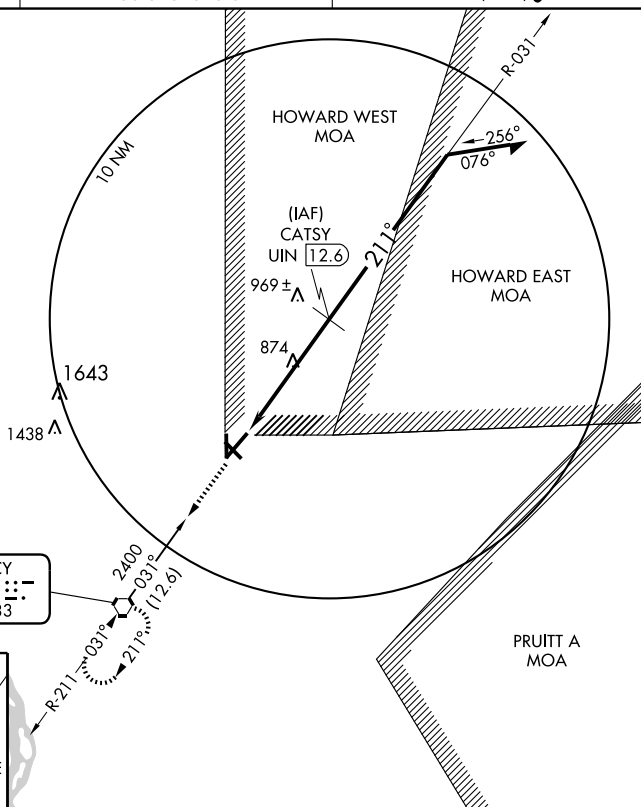
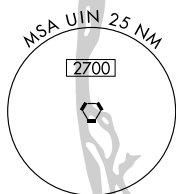
VDP NA when using Pittsfield altimeter setting.
If local altimeter setting not received, use Pittsfield
altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2400
direct UIN VORTAC and hold.

ASOS
121.425

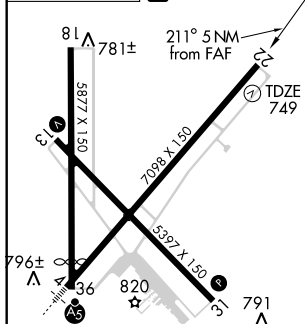
KANSAS CITY CENTER
135.525 319.9

UNICOM
123.0 (CTAF) 0



QUINCY
113.6 UIN
Chan 83

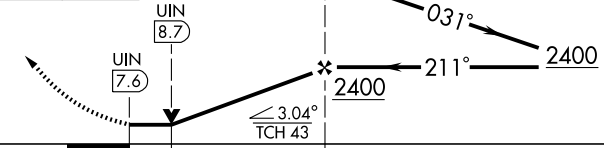
ELEV 768



2400 UIN
113.6

CATSY
UIN 12.6

Remain
within 10 NM



CATEGORY	A	B	C	D
S-22	1140-1 391 (400-1)			1140-1¼ 391 (400-1¼)
CIRCLING	1200-1 432 (500-1)	1220-1 452 (500-1)	1220-1½ 452 (500-1½)	1320-2 552 (600-2)

REIL Rwy 18 and 22
HIRL Rwy 4-22
MIRL Rwy 13-31 and 18-36

QUINCY, ILLINOIS

Amdt 8 10154


39°57'N-91°12'W

QUINCY RGNL-BALDWIN FIELD (UIN)

VOR/DME RWY 22

VORTAC UIN 113.6 Chgn 83	APP CRS 029°	Rwy Idg 7098 TDZE 760 Apt Elev 769
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VOR RWY 4
QUINCY RGNL-BALDWIN FIELD (UIN)

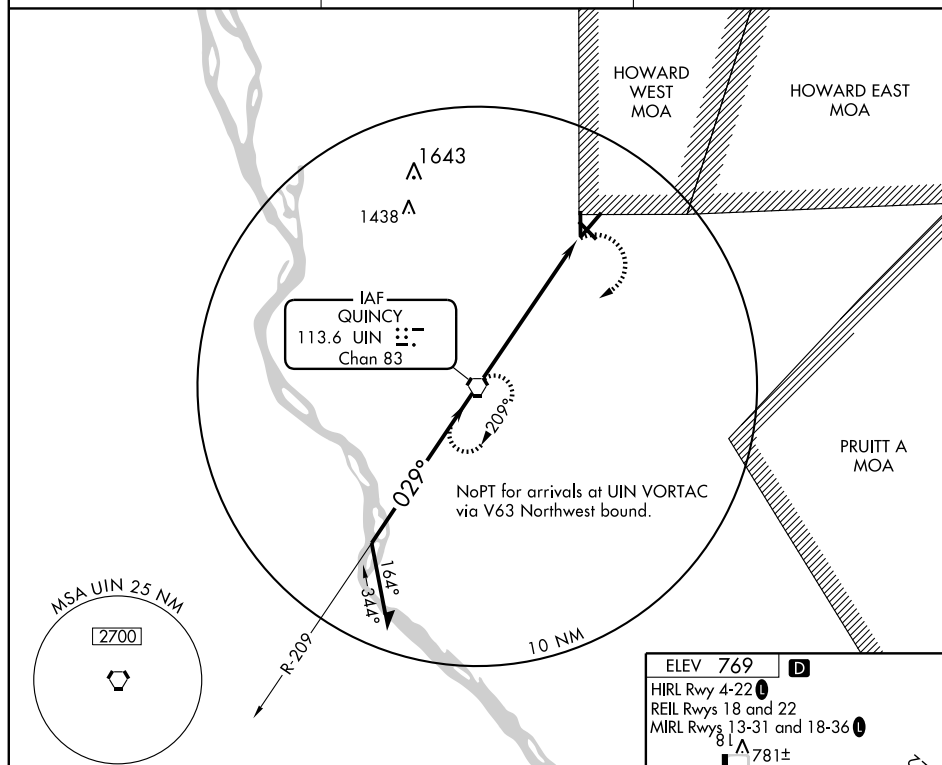
 When local altimeter setting not received, use Pittsfield altimeter setting and increase all MDA 80 feet. Increase S-4 Cat. C, D visibility ¼ mile. VDP NA when using Pittsfield altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 2800 direct UIN VORTAC and hold.


ASOS
121,425

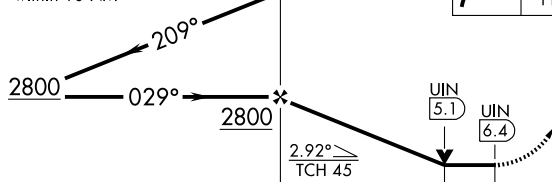
KANSAS CITY CENTER
135.525 319.9

UNICOM
123.0 (CTAF) **L**

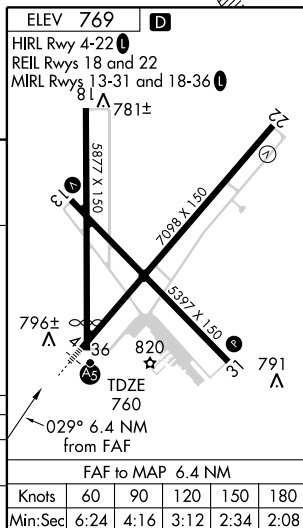
Remain
within 10 NM

VORTAC

2800	UIN  113.6
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			5.1 NM		1.4 NM			
CATEGORY	A		B		C		D	
S-4	1240-1/2	480 (500-1/2)			1240-3/4 480 (500-3/4)	1240-1 480 (500-1)		
CIRCLING	1240-1	471 (500-1)			1240-1 1/2 471 (500-1 1/2)	1320-2 551 (600-2)		



QUINCY, ILLINOIS

Amdt 12 10154

QUINCY RGNL-BALDWIN FIELD (UIN)

VOR RWY 4

39° 57'N-91° 12'W

EC-3. 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

QUINCY RGNL-BALDWIN FLD (UIN) 10 E UTC-6(-5DT) N39°56.57' W91°11.68'

KANSAS CITY

769 B S4 FUEL 100LL, JET A TPA-1769(1000) Class II, ARFF Index A NOTAM FILE UIN H-5D, L-27B

RWY 04-22: H7098X150 (ASPH-CONC-GRVD) S-60, D-75, 2S-95, 2D-150 HIRL

IAP

RWY 04: MALSR. Road.

RWY 22: REIL. VASI(V4L)—GA 3.0° TCH 43'.

RWY 18-36: H5877X150 (ASPH-CONC) S-45, D-55, 2D-150 MIRL

RWY 18: REIL.

RWY 36: Thld dsplcd 477'. Road.

RWY 13-31: H5397X150 (ASPH-GRVD) S-75, D-95, 2S-121, 2D-150 MIRL

RWY 13: VASI(V4L)—GA 3.0° TCH 31'. Road.

RWY 31: PAPI(P4R)—GA 3.0° TCH 40'. Pole

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

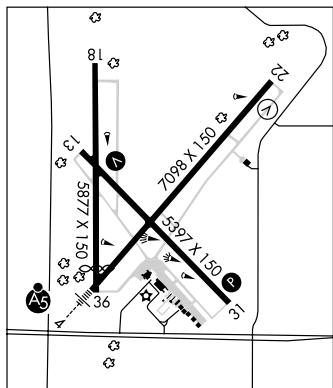
RWY 13: TORA-5396 TODA-5396 ASDA-5123 LDA-5123

RWY 18: TORA-5400 TODA-5400 ASDA-5400 LDA-5400

RWY 22: TORA-7098 TODA-7098 ASDA-7098 LDA-7098

RWY 31: TORA-5396 TODA-5396 ASDA-5146 LDA-5146

RWY 36: TORA-5400 TODA-5400 ASDA-5400 LDA-5400



AIRPORT REMARKS: Attended 1100-0400Z†. For attendant after hrs call 217-885-3353 or 217-224-3755. Migratory waterfowl on and in/ov arpt. Fld conditions are not monitored between the hours of 0400-1030Z†. 48 hrs PPR for unscheduled air carrier ops involving acft with more than 30 passenger seats. Call arpt manager 217-885-3285 or 217-885-3262 during business hrs. Rwy 18-36 spalling with cracks throughout rwy. N 479' of Rwy 18-36 conc. NE 1300' of Rwy 04-22 conc. HIRL Rwy 04-22 preset low ints; to increase ints and ACTIVATE MIRL Rwy 13-31 and Rwy 18-36, MALSR Rwy 04, VASI Rwy 13 and PAPI Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 121.425 (217) 885-3319. HIWAS 113.6 UIN.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.1R 113.6T (ST LOUIS RADIO)

RCO 122.5 (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 135.525

AIRSPACE: CLASS E svc operational by NOTAM other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE UIN.

(H) VORTAC 113.6 UIN Chan 83 N39°50.87' W91°16.74' 029° 6.9 NM to fld. 715/5E. HIWAS.

NDB (MHW/LOM) 293 UI N39°53.21' W91°15.22' 037° 4.3 NM to fld. Unmonitored.

ILS 110.1 I-UIN Rwy 04. Class IE. LOM QUINCY NDB. ILS unmonitored.

RAINBOW HELIPORT (See PEORIA)**RANTOUL NATIONAL AVIATION CENTER-FRANK ELLIOTT FLD** (TIP) O N UTC-6(-5DT)

CHICAGO

N40°17.61' W88°08.54'

H-5E, L-27C

737 B S4 FUEL 100LL, JET A NOTAM FILE TIP

IAP

RWY 09-27: H5000X75 (ASPH) MIRL

RWY 09: PAPI(P4L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 18-36: H4895X75 (ASPH) MIRL

RWY 18: Tree.

RWY 36: Tree. Rgt tfc.

AIRPORT REMARKS: Attended continuously. For fuel after hrs call 217-892-2121. Parachute Jumping. PAPI Rwy 09 and Rwy 27 opr continuously. MIRL Rwy 09-27 and Rwy 18-36 preset on low ints, to increase ints ACTIVATE—CTAF.

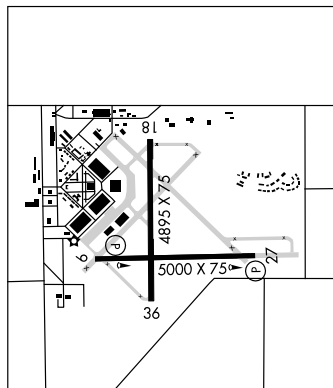
WEATHER DATA SOURCES: AWOS-3 119.025 (217) 892-4999.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z†)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07' W88°16.56' 019° 16.7 NM to fld. 745/3E.

**ROBERTS** N40°34.90' W88°09.86' NOTAM FILE STL.

CHICAGO

(L) VOR/DME 116.8 RBS Chan 115 166° 8.1 NM to Paxton. 780/2E.

H-5E, L-27C

RCO 122.1R 116.8T (ST LOUIS RADIO)

APP CRS 091°	Rwy ldg TDZE Apt Elev	5000 736 737
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RNAV (GPS) RWY 9

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)



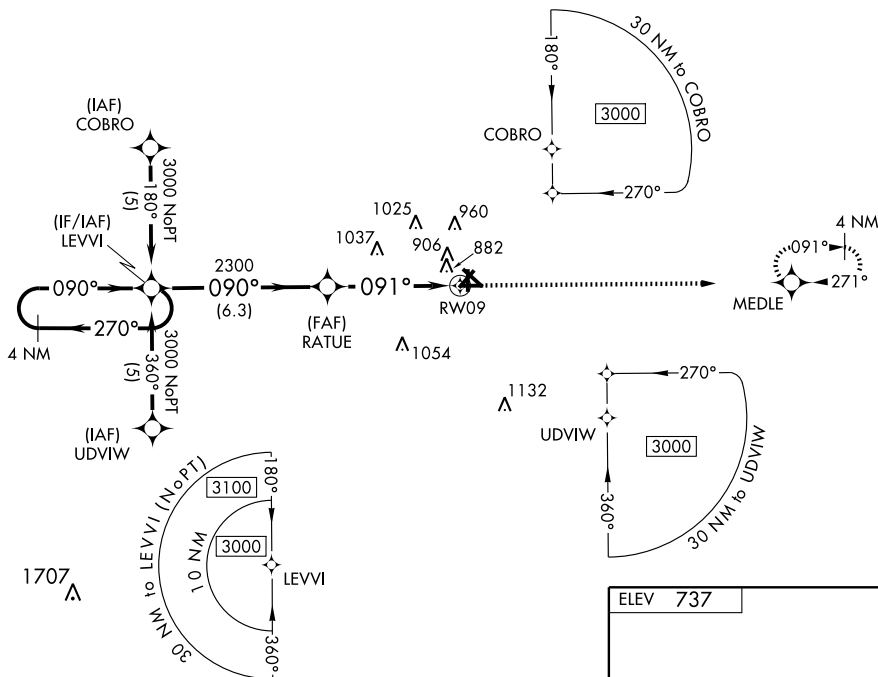
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase LNAV/VNAV visibility ¼ mile all Cats and Circling visibility Cat C ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct
MEDLE and hold.

AWOS-3
119.025

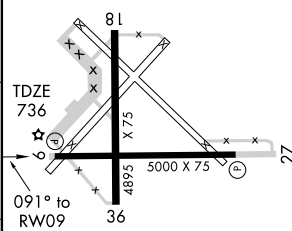
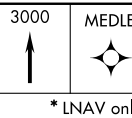
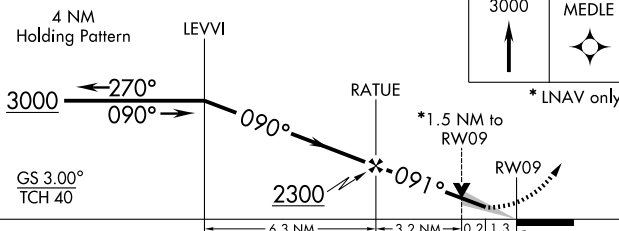
CHAMPAIGN APP CON ★
121.35 285.65

UNICOM
123.0 (CTAF) 0



ELEV **737**

4 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV/ VNAV DA	1182-1½ 446 (500-1½)			
LNAV MDA	1260-1 524 (600-1)	1260-1½ 524 (600-1½)	1260-1¾ 524 (600-1¾)	
CIRCLING	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)	

REIL Rwy 9 and 27
MIRL Rwy 9-27 and 18-36 0

APP CRS 181°	Rwy Idg TDZE 4895 Apt Elev 737
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RNAV (GPS) RWY 18

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)



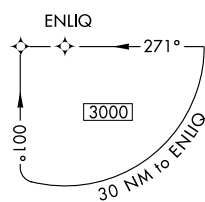
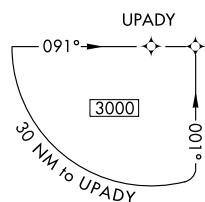
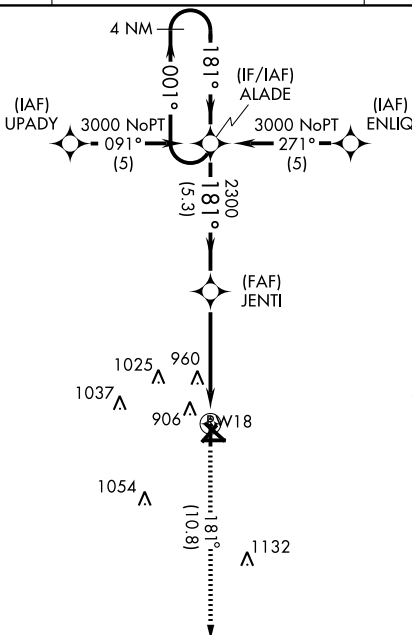
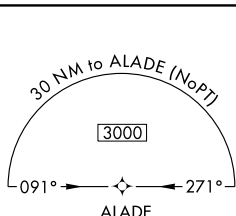
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (3°F).

MISSED APPROACH: Climb to 3000 via
181° course to BELMY WP and hold.

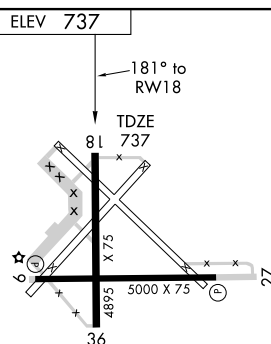
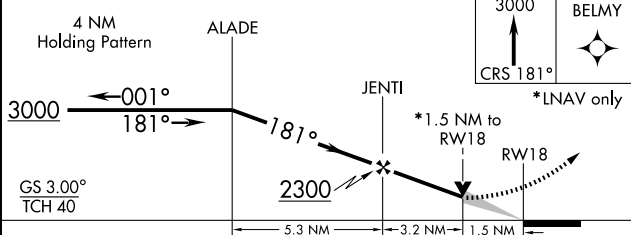
AWOS-3
119.025

CHAMPAIGN APP CON ★
121.35 285.65

UNICOM
123.0 (CTAF) 0



1707



CATEGORY	A	B	C	D
GLS PA DA	NA			
RNAV/ VNAV DA	1260-1 ³ / ₄ 523 (600-1 ³ / ₄)			
RNAV MDA	1260-1 523 (600-1)	1260-1 ¹ / ₂ 523 (600-1 ¹ / ₂)	1260-1 ³ / ₄ 523 (600-1 ³ / ₄)	
CIRCLING	1260-1 ³ / ₄ 523 (600-1 ³ / ₄)	1320-1 ³ / ₄ 583 (600-1 ³ / ₄)	1320-2 583 (600-2)	

REIL Rwy 9 and 27
MIRL Rwy 9-27 and 18-36 0

APP CRS 271°	Rwy Idg TDZE 733 Apt Elev 737	5000
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RNAV (GPS) RWY 27

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

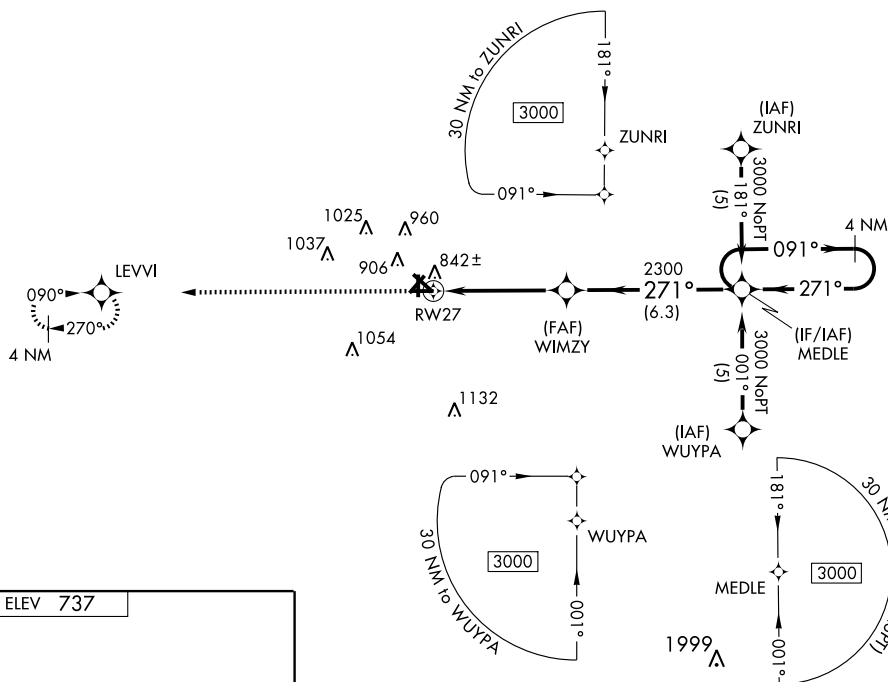
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Champaign Urbana altimeter setting and increase DA 41 feet and all MDAs 60 feet, increase visibilities LNAV/VNAV ¼ mile all Cats, LNAV Cat D ¼ mile, and Circling Cat C ¼ mile. Baro-VNAV and VDP NA when using Champaign Urbana altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH:
 Climb to 3000 direct
 LEVVI and hold.

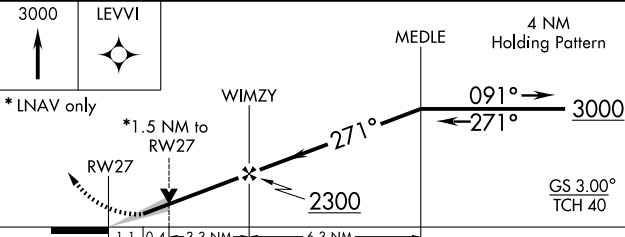
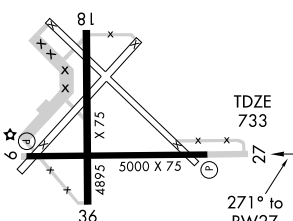
AWOS-3
119.025

CHAMPAIGN APP CON ★
121.35 285.65

UNICOM
123.0 (CTAF) 0



ELEV 737



CATEGORY	A	B	C	D
LNAV/VNAV DA	1112-1¼ 379 (400-1¼)			
LNAV MDA	1240-1 507 (600-1)		1240-1½ 507 (600-1½)	
CIRCLING	1240-1 503 (600-1)	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

REIL Rwy 9 and 27
 MRL Rwy 9-27 and 18-36 0

RANTOUL, ILLINOIS

Amdt 1 10042

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

40°18'N - 88°09'W

RNAV (GPS) RWY 27

APP CRS 001°	Rwy Idg TDZE 737 Apt Elev 737	4895
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RNAV (GPS) RWY 36

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

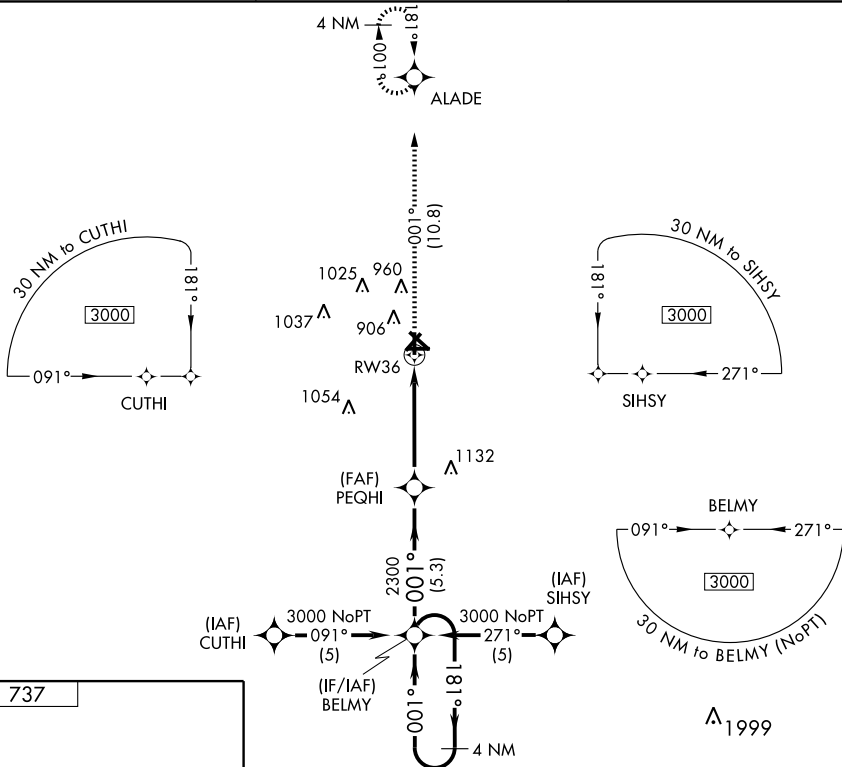
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (3°F).

MISSED APPROACH: Climb to 3000 via
 001° course to ALADE WP and hold.

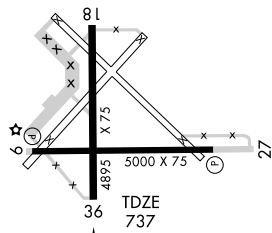
AWOS-3
119.025

CHAMPAIGN APP CON ★
121.35 285.65

UNICOM
123.0 (CTAF) 0



ELEV 737



REIL Rws 9 and 27
 MRL Rws 9-27 and 18-36 0

RANTOUL, ILLINOIS

Orig 10042

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

40°18'N - 88°09'W

RNAV (GPS) RWY 36

<div> <div>3000</div> <div>ALADE</div> <div>CRS 001°</div> </div>			
<div> <div>* LNAV only</div> <div>* 1.1 NM to RW36</div> <div>PEQHI</div> <div>BELMY</div> <div>4 NM Holding Pattern</div> <div>181°</div> <div>001°</div> <div>3000</div> <div>GS 3.00° TCH 40</div> </div>			
<div> <div>1.0</div> <div>0.1</div> <div>3.6 NM</div> <div>5.3 NM</div> </div>			
CATEGORY	A	B	C
GLS PA DA	NA		
LNAV/VNAV DA	1100-1¼ 363 (400-1¼)		
LNAV MDA	1120-1 383 (400-1)		
CIRCLING	1220-1¼ 483 (500-1¼)	1260-1¼ 523 (600-1¼)	1320-1½ 583 (600-1½)
			1320-2 583 (600-2)

VORTAC DNV 111.0 Chan 47	APP CRS 268°	Rwy Idg TDZE Apt Elev	5000 733 737
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VOR RWY 27

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

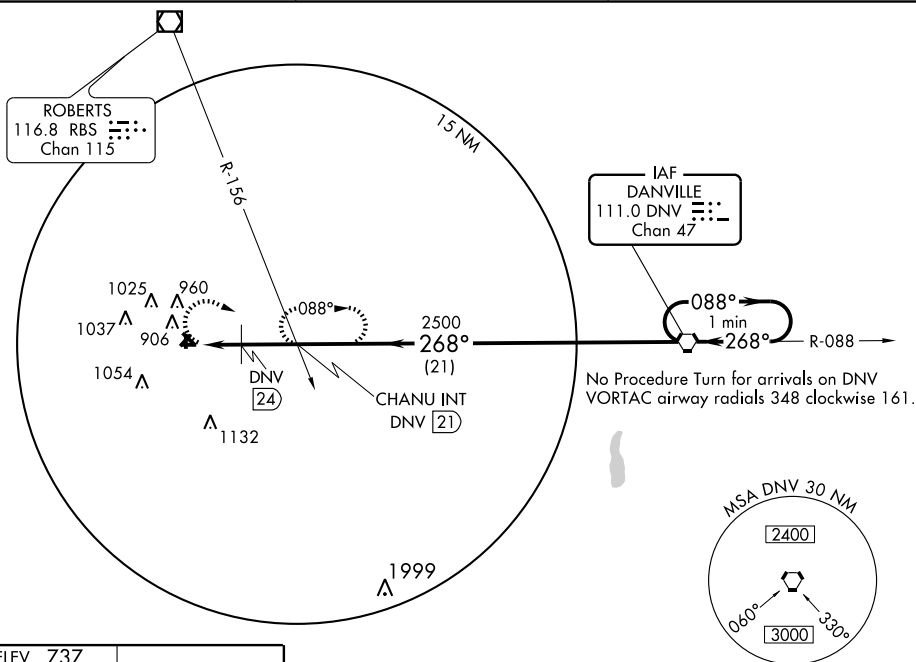


MISSED APPROACH: Climbing right turn to 2500
via DNV R-268 to CHANU Int and hold.

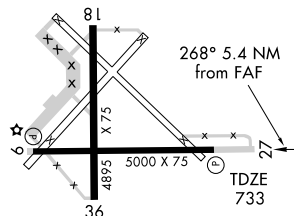
AWOS-3
119.025

CHAMPAIGN APP CON ★
121.35 285.65

UNICOM
123.0 (CTAF) **L**



ELEV 737



REIL Rwys 9 and 27
MIRL Rwys 9-27 and 18-36 **L**

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-27	1300-1 567 (600-1)		1300-1½ 567 (600-1½)	1300-1¾ 567 (600-1¾)
CIRCLING	1300-1 563 (600-1)		1320-1½ 583 (600-1½)	1320-2 583 (600-2)
DME MINIMUMS				
S-27	1160-1 427 (500-1)		1160-1¼ 427 (500-1¼)	1160-1½ 427 (500-1½)
CIRCLING	1220-1 483 (500-1)	1260-1 523 (600-1)	1320-1½ 583 (600-1½)	1320-2 583 (600-2)

RANTOUL, ILLINOIS

Amdt 1 10042

RANTOUL NATL AVN CNTR-FRANK ELLIOTT FIELD (TIP)

40°18'N - 88°09'W

VOR RWY 27

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

ROBINSON MUNI (RSV) 4 E UTC-6(-5DT) N39°00.96' W87°38.99'

ST LOUIS

462 B S2 FUEL 100LL, JET A, MOGAS TPA-1262(800) NOTAM FILE RSV

H-5E, L-27D

RWY 09-27: H5109X75 (ASPH) S-35, D-50, 2D-65 MIRL

IAP

RWY 09: REIL. PVASI(P5IL)—GA 3.0° TCH 27'. Tree.

RWY 27: REIL. PVASI(P5IL)—GA 3.0° TCH 25'. Tree.

RWY 17-35: H3399X75 (ASPH) S-5 MIRL

RWY 17: REIL. Tree. RWY 35: Tree.

AIRPORT REMARKS: Attended 1300-0000Z†. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 17-35, REIL Rws 09, 27 and 17 PVASI Rws 09 and 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.5 (618) 586-2772.**COMMUNICATIONS:** CTAF/UNICOM 123.0

⑧ HULMAN APP/DEP CON 119.25 (1100-0300Z†)

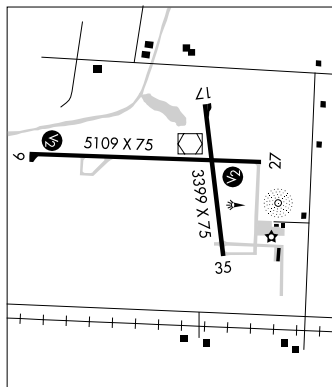
⑧ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE RSV.

(T) VOR/DME 108.4 RSV Chan 21 N39°01.06' W87°38.93' at fld. 452/2E. VOR unmonitored 0000-1300Z†.

VOR portion unusable 320°-340°

PALESTINE NDB (MHW) 391 PLX N39°00.85' W87°38.50' at fld. NOTAM FILE RSV.

**ROCHELLE MUNI AIRPORT-KORITZ FLD** (RPJ) 2 S UTC-6(-5DT) N41°53.58' W89°04.70'

CHICAGO

781 B S4 FUEL 100LL, JET A TPA-1581(800) NOTAM FILE RPJ

L-28H

RWY 07-25: H4226X75 (ASPH-PFC) S-15 MIRL

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 20'.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Road.

AIRPORT REMARKS: Attended Nov-Apr Mon-Fri 1400-2300Z†, May-Oct Mon-Fri 1400-0100Z†, Sat-Sun 1500-2000Z†. MIRL Rwy 07-25 preset on low ints SS-SR only; to increase ints and ACTIVATE REIL Rwy 07, REIL Rwy 25, PAPI Rwy 07 and PAPI Rwy 25—CTAF.

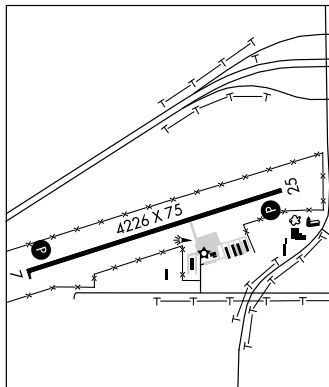
WEATHER DATA SOURCES: AWOS-3 119.675 (815) 562-2955.**COMMUNICATIONS:** CTAF/UNICOM 122.8

POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

ROCKFORD APP/DEP CON 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94' W89°31.45' 099° 20.4 NM to fld. 840/3E. HIWAS.

**ROCKFORD** N42°13.53' W89°11.96' NOTAM FILE RFD.

CHICAGO

(L) VOR/DME 110.8 RFD Chan 45 111° 4.9 NM to Chicago/Rockford Intl. 868/1E.

L-28H

RCO 122.1R 110.8T (KANKAKEE RADIO) RCO 122.65 (KANKAKEE RADIO)

ROCKFORD**COTTONWOOD** (1C8) 2 NW UTC-6(-5DT) N42°17.50' W89°08.17'

CHICAGO

741 TPA—See remarks. NOTAM FILE IKK

RWY 18-36: 2540X260 (TURF) LIRL (NSTD)

RWY 18: Rgt tfc. RWY 36: Thld dsplcd 400'. Tree.

AIRPORT REMARKS: Unattended. Rwy 18-36 NSTD LIRL S 2250' lgtd; variable ints and non-frangible mounts. TPA 1541(800) TPA for ultralights 1041(300). Rwy 36 dsplcd thld marked with white barrels and lgts.

COMMUNICATIONS: CTAF/UNICOM 122.8

NDB PLX 391	APP CRS 155°	Rwy Idg TDZE Apt Elev	3399 454 462
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NDB RWY 17

ROBINSON MUNI (RSV)

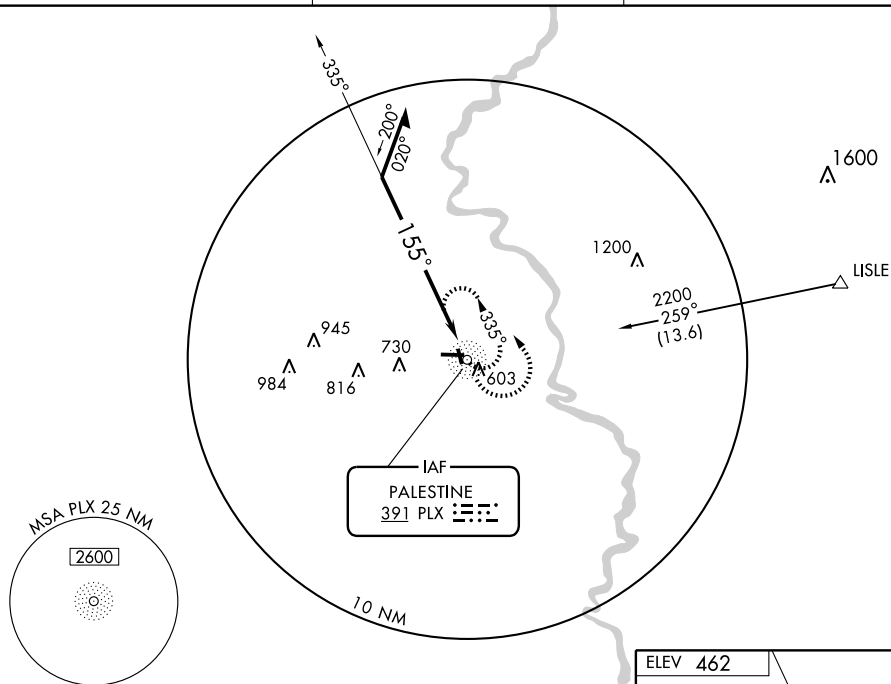
▼ Obtain local altimeter setting on CTAF, when not available use Terre Haute altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 in PLX NDB holding pattern.

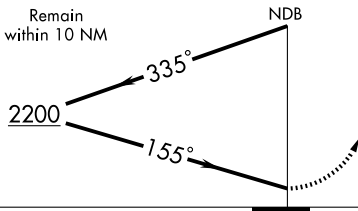
AWOS-3
120.50

HULMAN APP CON ★
119.25 339.8

UNICOM
123.0 (CTAF) 0



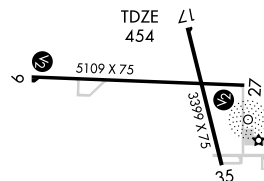
Remain within 10 NM



2200 PLX 391

ELEV 462

155° to PLX NDB



CATEGORY	A	B	C	D
S-17	1040-1	586 (600-1)	1040-1½ 586 (600-1½)	1040-1¾ 586 (600-1¾)
CIRCLING	1040-1	578 (600-1)	1040-1½ 578 (600-1½)	1040-2 578 (600-2)

TERRE HAUTE ALTIMETER SETTING MINIMUMS

S-17	1180-1	726 (800-1)	1180-2 726 (800-2)	1180-2¼ 726 (800-2¼)
CIRCLING	1180-1	718 (800-1)	1180-2 718 (800-2)	1180-2¼ 718 (800-2¼)

REIL Rwy 9, 17 and 27
MIRL Rwy 9-27 and 17-35 0

Knots	60	90	120	150	180
Min:Sec					

WAAS CH 49109 W09A	APP CRS 092°	Rwy Idg TDZE Apt Elev	5109 462 462
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RNAV (GPS) RWY 09

ROBINSON MUNI (RSV)

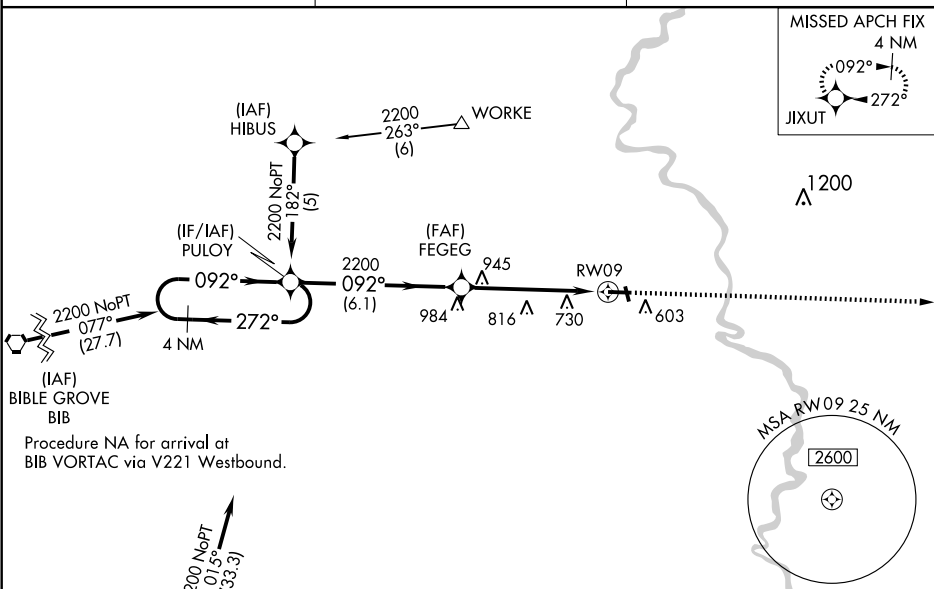
When local altimeter setting not available, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 88 feet, all MDA 100 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats., LNAV Cat. C and D ½ mile, Circling Cat. C and D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Terre Haute Intl-Hulman Field altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 2200 direct
JIXUT and hold.

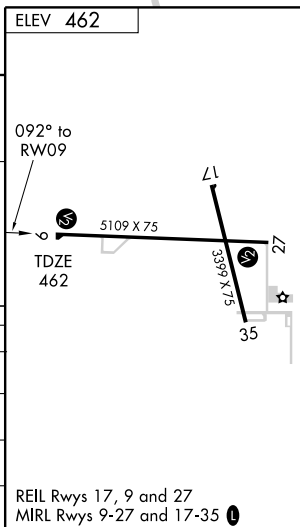
AWOS-3
120.50

HULMAN APP CON ★
119.25 339.8

UNICOM
123.0 (CTAF) 0



<p>4 NM Holding Pattern PULLOY</p> <p>2200 ← 272° 092° → 092°</p> <p>GS 3.00° TCH 40 VGSI and RNAV glidepath not coincident.</p> <p>2200 NoPT (015°) (33.3)</p> <p>(IAF) SAMSVILLE SAM</p>				
<p>FELEG 2200</p> <p>NACIT 2.8 NM to RWY 09 * LNAV Only.</p> <p>* 1400</p> <p>RWY 09</p>				
CATEGORY	A	B	C	D
LPV DA	805-1¼ 343 (400-1¼)			
LNAV/VNAV DA	1103-2¼ 641 (700-2¼)			
LNAV MDA	1040-1 578 (600-1)	1040-1½ 578 (600-1½)	1040-1¾ 578 (600-1¾)	
CIRCLING	1040-1 578 (600-1)	1080-1¾ 618 (700-1¾)	1080-2 618 (700-2)	



WAAS CH 69509 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	5109 455 462
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RNAV (GPS) RWY 27

ROBINSON MUNI (RSV)

▼ **▲** NA When local altimeter setting not available, use Terre Haute Intl-Hulman Field altimeter and increase all DA 88 feet, all MDA 100 feet and all LPV, LNAV/VNAV visibility ¼ mile, LNAV Cat. C, D and Circling Cat. C, D visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

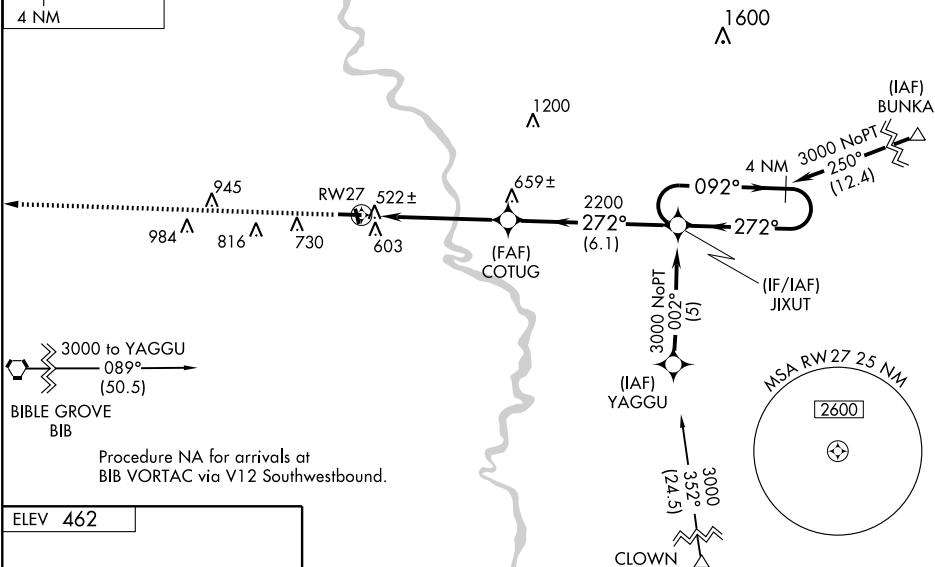
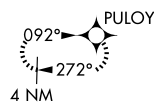
MISSED APPROACH: Climb to 3000 direct PULOUY and hold.

AWOS-3
120.50

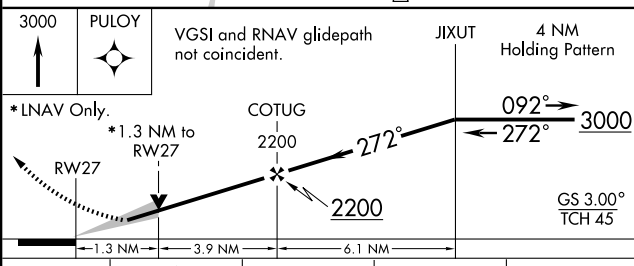
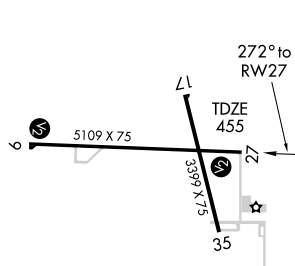
HULMAN APP CON ★
119.25 339.8

UNICOM
123.0 (CTAF) **0**

MISSED APCH FIX



ELEV 462



CATEGORY	A	B	C	D
LPV DA	750-1 295 (300-1)			
LNAV/VNAV DA	892-1½ 437 (500-1½)			
LNAV MDA	900-1 445 (500-1)	900-1¼ 445 (500-1¼)	900-1½ 445 (500-1½)	
CIRCLING	960-1 498 (500-1)	1080-1¾ 618 (700-1¾)	1080-2 618 (700-2)	

REIL Rwy 17, 9 and 27
MIRL Rwy 9-27 and 17-35 **0**

ROBINSON, ILLINOIS
Orig 08269

39°01'N - 87°39'W

ROBINSON MUNI (RSV)
RNAV (GPS) RWY 27

VOR/DME RSV 108.4 Chan 21	APP CRS 170°	Rwy Idg TDZE Apt Elev 3399 454 462
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VOR or GPS RWY 17

ROBINSON MUNI (RSV)

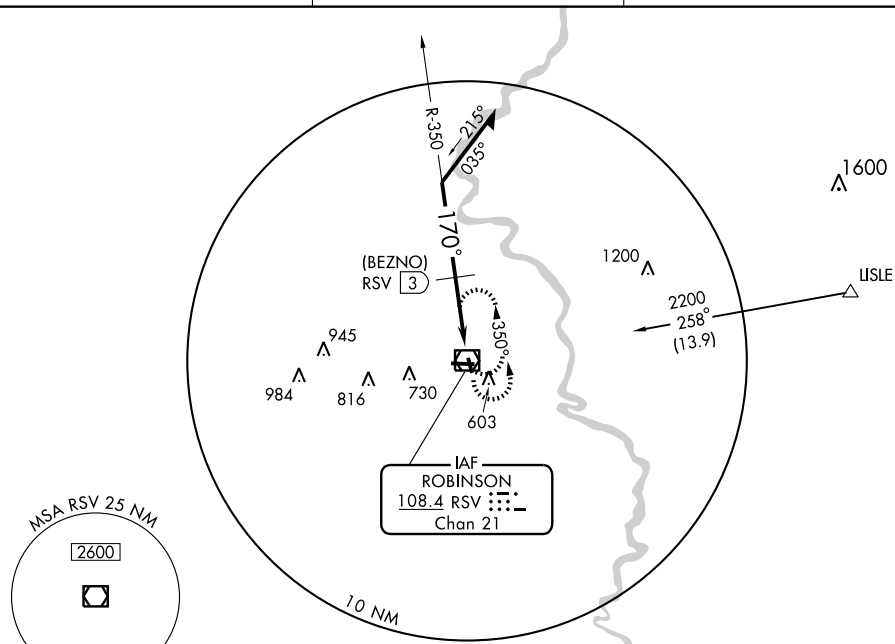
NA Obtain local altimeter setting on CTAF; when not available use Terre Haute altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2200 in RSV VOR/DME holding pattern.

AWOS-3
120.50

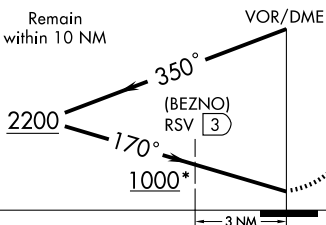
HULMAN APP CON ★
119.25 339.8

UNICOM
123.0 (CTAF) **0**



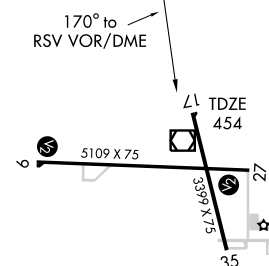
ELEV 462

Remain within 10 NM



*1120 when using Terre Haute altimeter setting.

CATEGORY	A	B	C	D
S-17	1000-1	546 (600-1)	1000-1½ 546 (600-1½)	1000-1¾ 546 (600-1¾)
CIRCLING	1000-1	538 (600-1)	1040-1½ 578 (600-1½)	1040-2 578 (600-2)
DME MINIMUMS				
S-17	860-1	406 (400-1)	860-1¼	406 (400-1¼)
CIRCLING	940-1	478 (500-1)	1040-1½ 578 (600-1½)	1040-2 578 (600-2)



REIL Rwy 17, 9 and 27
MIRL Rwy 9-27 and 17-35 **0**

Knots	60	90	120	150	180
Min:Sec					

VOR/DME RSV 108.4 Chan 21	APP CRS 273°	Rwy Idg TDZE 455 Apt Elev 462	5109 455 462
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VOR or GPS RWY 27

ROBINSON MUNI (RSV)

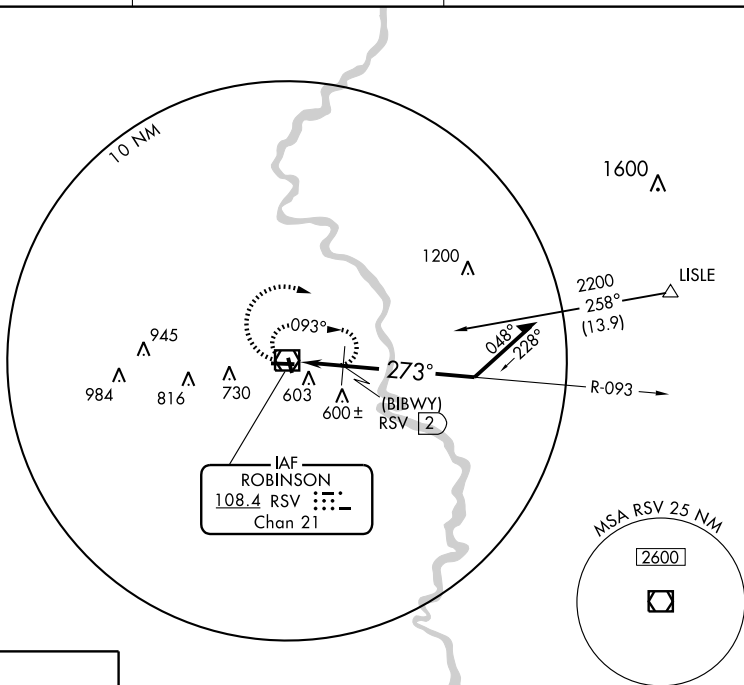
NA Obtain local altimeter setting on CTAF; when not available use Terre Haute altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 2200 in RSV VOR/DME holding pattern.

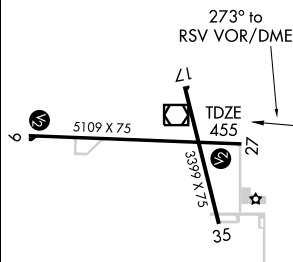
AWOS-3
120.50

HULMAN APP CON ★
119.25 339.8

UNICOM
123.0 (CTAF) **0**



ELEV **462**

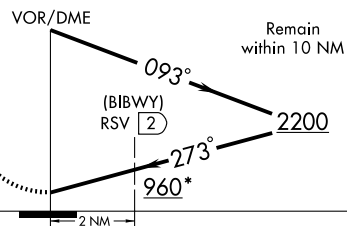


REIL Rwys 17, 9 and 27
MIRL Rwys 9-27 and 17-35 **0**

Knots	60	90	120	150	180
Min:Sec					

2200 RSV
108.4

* 1080 when using Terre Haute altimeter setting.



CATEGORY	A	B	C	D
S-27	960-1 505 (500-1)		960-1½ 505 (500-1½)	
CIRCLING	960-1 498 (500-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)
DME MINIMUMS				
S-27	860-1 405 (400-1)		860-1¼ 405 (400-1¼)	
CIRCLING	940-1 478 (500-1)		1040-1½ 578 (600-1½)	1040-2 578 (600-2)

ROBINSON MUNI (RSV) 4 E UTC-6(-5DT) N39°00.96' W87°38.99'

ST LOUIS

462 B S2 FUEL 100LL, JET A, MOGAS TPA-1262(800) NOTAM FILE RSV

H-5E, L-27D

RWY 09-27: H5109X75 (ASPH) S-35, D-50, 2D-65 MIRL

IAP

RWY 09: REIL. PVASI(P5IL)—GA 3.0° TCH 27'. Tree.

RWY 27: REIL. PVASI(P5IL)—GA 3.0° TCH 25'. Tree.

RWY 17-35: H3399X75 (ASPH) S-5 MIRL

RWY 17: REIL. Tree. RWY 35: Tree.

AIRPORT REMARKS: Attended 1300-0000Z†. MIRL Rwy 09-27 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 17-35, REIL Rws 09, 27 and 17 PVASI Rws 09 and 27—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.5 (618) 586-2772.**COMMUNICATIONS:** CTAF/UNICOM 123.0

⑧ HULMAN APP/DEP CON 119.25 (1100-0300Z†)

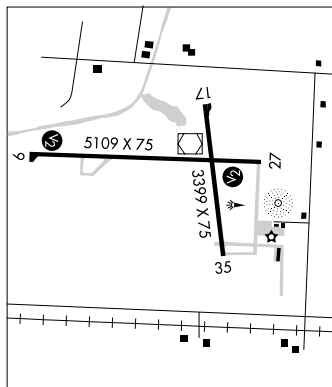
⑧ INDIANAPOLIS CENTER APP/DEP CON 132.2 (0300-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE RSV.

(T) VOR/DME 108.4 RSV Chan 21 N39°01.06' W87°38.93' at fld. 452/2E. VOR unmonitored 0000-1300Z†.

VOR portion unusable 320°-340°

PALESTINE NDB (MHW) 391 PLX N39°00.85' W87°38.50' at fld. NOTAM FILE RSV.

**ROCHELLE MUNI AIRPORT-KORITZ FLD** (RPJ) 2 S UTC-6(-5DT) N41°53.58' W89°04.70'

CHICAGO

781 B S4 FUEL 100LL, JET A TPA-1581(800) NOTAM FILE RPJ

L-28H

RWY 07-25: H4226X75 (ASPH-PFC) S-15 MIRL

IAP

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 20'.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Road.

AIRPORT REMARKS: Attended Nov-Apr Mon-Fri 1400-2300Z†, May-Oct Mon-Fri 1400-0100Z†, Sat-Sun 1500-2000Z†. MIRL Rwy 07-25 preset on low ints SS-SR only; to increase ints and ACTIVATE REIL Rwy 07, REIL Rwy 25, PAPI Rwy 07 and PAPI Rwy 25—CTAF.

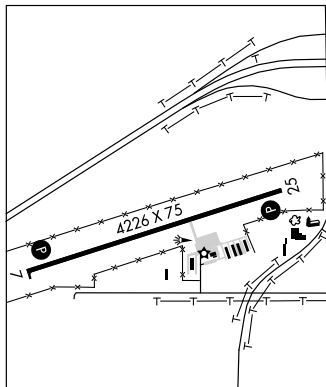
WEATHER DATA SOURCES: AWOS-3 119.675 (815) 562-2955.**COMMUNICATIONS:** CTAF/UNICOM 122.8

POLO RCO 122.1R 111.2T (KANKAKEE RADIO)

ROCKFORD APP/DEP CON 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94' W89°31.45' 099° 20.4 NM to fld. 840/3E. HIWAS.

**ROCKFORD** N42°13.53' W89°11.96' NOTAM FILE RFD.

CHICAGO

(L) VOR/DME 110.8 RFD Chan 45 111° 4.9 NM to Chicago/Rockford Intl. 868/1E.

L-28H

RCO 122.1R 110.8T (KANKAKEE RADIO) RCO 122.65 (KANKAKEE RADIO)

ROCKFORD**COTTONWOOD** (1C8) 2 NW UTC-6(-5DT) N42°17.50' W89°08.17'

CHICAGO

741 TPA—See remarks. NOTAM FILE IKK

RWY 18-36: 2540X260 (TURF) LIRL (NSTD)

RWY 18: Rgt tfc. RWY 36: Thld dsplcd 400'. Tree.

AIRPORT REMARKS: Unattended. Rwy 18-36 NSTD LIRL S 2250' lgtd; variable ints and non-frangible mounts. TPA 1541(800) TPA for ultralights 1041(300). Rwy 36 dsplcd thld marked with white barrels and lgts.

COMMUNICATIONS: CTAF/UNICOM 122.8

APP CRS **071°**
 Rwy Idg **4226**
 TDZE **776**
 Apt Elev **781**

RNAV (GPS) RWY 7

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)



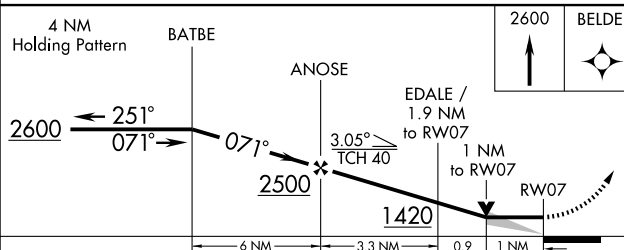
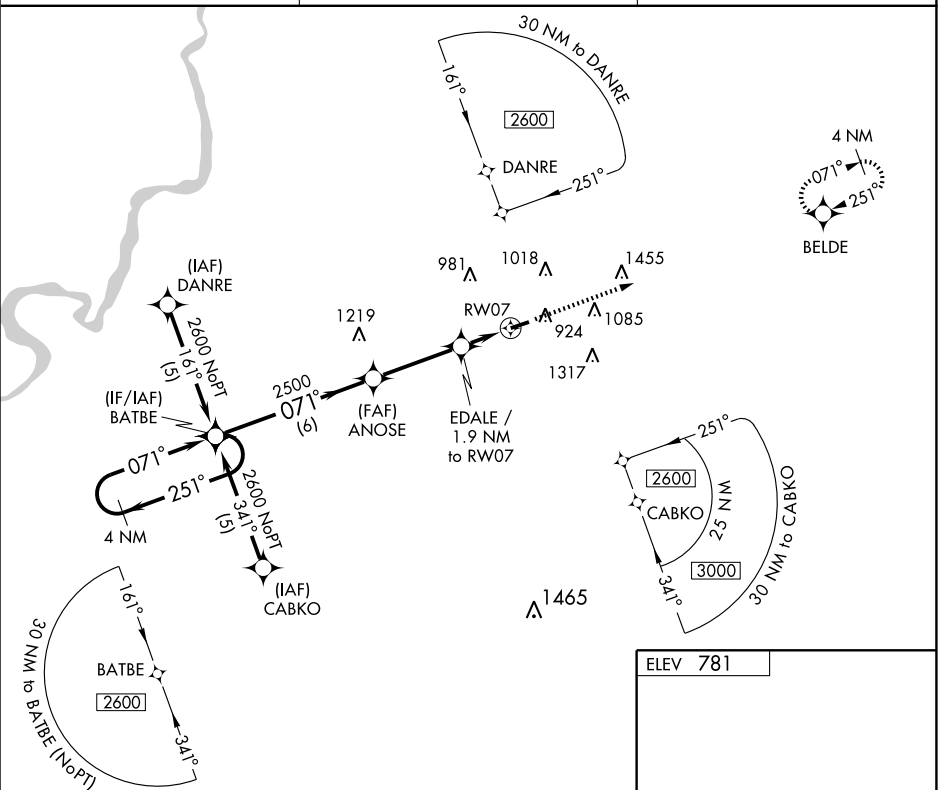
GPS or RNP-0.3 Required.
 DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2600
 direct BELDE WP and hold.

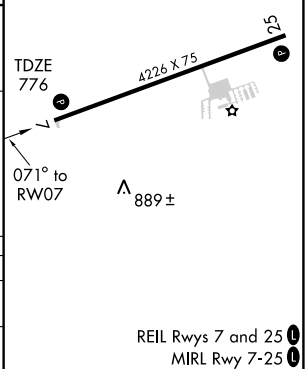
AWOS-3
119.675

ROCKFORD APP CON
126.0 327.0

UNICOM
122.8 (CTAF)



ELEV **781**



CATEGORY	A	B	C	D
RNAV MDA	1140-1	364 (400-1)	1140-1 1/4	364 (400-1 1/4)
CIRCLING	1280-1	499 (500-1)	1340-1 1/2	1400-2
			559 (600-1 1/2)	619 (700-2)

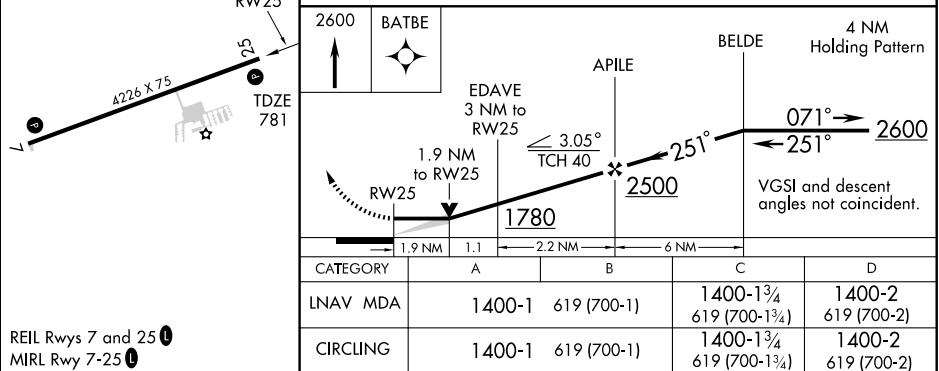
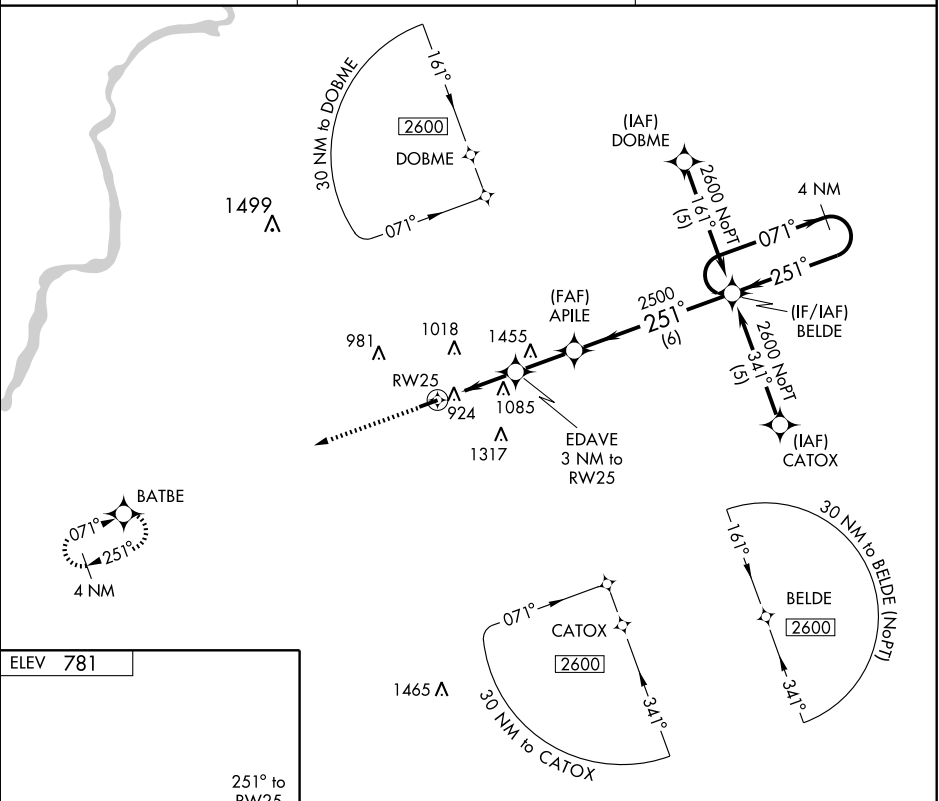
REIL Rwy 7 and 25
 MIRL Rwy 7-25

APP CRS **251°**
 Rwy Idg **4226**
 TDZE **781**
 Apt Elev **781**

RNAV (GPS) RWY 25

ROCHELLE MUNI AIRPORT-KORITZ FIELD (R.P.J)

V NA	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct BATBE and hold.
AWOS-3 119.675	ROCKFORD APP CON 126.0 327.0	UNICOM 122.8 (CTAF) 0



REIL Rwy 7 and 25 **0**
 MRL Rwy 7-25 **0**

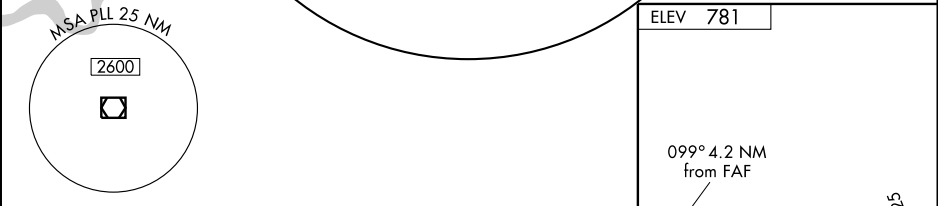
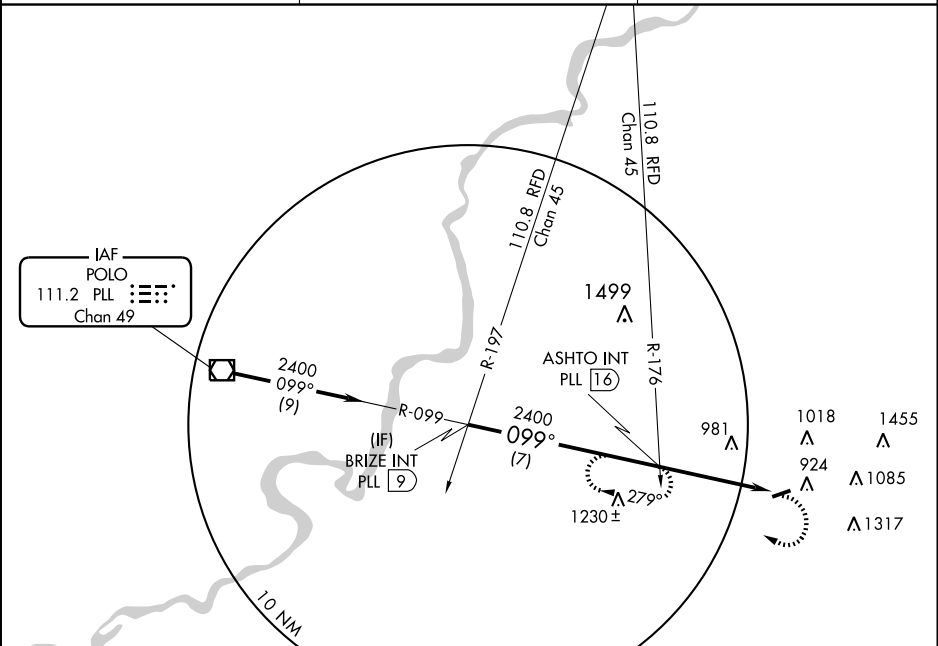
VOR/DME PLL Chan 49	APP CRS 099°	Rwy Idg TDZE Apt Elev	N/A N/A 781
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VOR-A

ROCHELLE MUNI AIRPORT-KORITZ FIELD (RPJ)

<p>V</p> <p>A NA</p>	<p>MISSED APPROACH: Climbing right turn to 2400 via PLL VOR/DME R-099 to ASHTO INT/16 DME and hold.</p>
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AWOS-3 119.675	ROCKFORD APP CON 126.0 327.0	UNICOM 122.8 (CTAF)
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<div><div>BRIZE INT PLL 9</div><div>ASHTO INT PLL 16</div><div>2400</div><div>099°</div><div>2400</div><div>Procedure Turn NA</div><div>7 NM</div><div>4.2 NM</div></div> <div><div>2400</div><div>PLL R-099 111.2</div><div>ASHTO INT PLL 16</div><div>PLL 20.2</div><div>4226 X 75</div></div>					REIL Rwy 7 and 25 MIRL Rwy 7-25						
CATEGORY	A		B	C	D	FAF to MAP 4.2 NM					
CIRCLING	1300-1 519 (600-1)		1300-1¼ 519 (600-1¼)	1340-1½ 559 (600-1½)	1400-2 619 (700-2)	Knots	60	90	120	150	180
						Min:Sec	4:12	2:48	2:06	1:41	1:24

RUSHVILLE

SCHUY—RUSH (5K4) 1 W UTC-6(-5DT) N40°07.05' W90°35.42'

CHICAGO

665 TPA—1465(800) NOTAM FILE STL

RWY 09-27: 3565X100 (TURF) LIRL (NSTD)

RWY 09: Thld dsplcd 305'. Road. **RWY 27:** Thld dsplcd 463'. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE NSTD LIRL Rwy 09-27—CTAF. Rwy 09-27 NSTD LIRL due to spacing. Rwy 09 first 305' unlgtd, Rwy 27 first 313' unlgtd. Rwy 09-27 dsplcd thld marked with white gravel both ends of rwy.

COMMUNICATIONS: CTAF/UNICOM 123.0

SACKMAN FLD (See COLUMBIA)

ST JACOB

ST LOUIS METRO—EAST/SHAHER FLD (3K6) 2 N UTC-6(-5DT) N38°43.97' W89°48.39'

ST LOUIS

477 B S2 FUEL 100LL TPA—1277(800) NOTAM FILE STL

L-27C, A

RWY 13-31: H2662X50 (ASPH) MIRL 0.3% up NW

IAP

RWY 13: Thld dsplcd 127'. Road. **RWY 31:** Pole.

AIRPORT REMARKS: Attended continuously. For noise abatement procedures ctc arpt manager 618-644-5411. MIRL Rwy 13-31 preset on low ints; to increase ints ACTIVATE—CTAF. Military helicopter ops prior permission only.

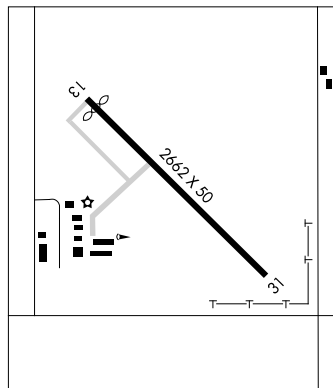
COMMUNICATIONS: CTAF/UNICOM 122.8

® **SAINT LOUIS APP/DEP CON** 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35'

W89°55.12' 090° 5.3 NM to fld. 570/4E.



ST LOUIS DOWNTOWN (See CAHOKIA—ST LOUIS)

ST LOUIS METRO—EAST/SHAHER FLD (See ST JACOB)

ST LOUIS RGNL (See ALTON/ST LOUIS)

SALEM—LECKRONE (SLO) 2 NW UTC-6(-5DT) N38°38.57' W88°57.85'

ST LOUIS

573 B S4 FUEL 100LL NOTAM FILE SLO

L-27C

RWY 18-36: H4098X75 (ASPH) S-12 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Trees.

RWY 36: PAPI(P4R)—GA 3.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended continuously. 100LL is self-serve with credit card. MIRL Rwy 18-36 preset low ints; to increase ints and ACTIVATE REIL Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (618) 548-0469.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.7

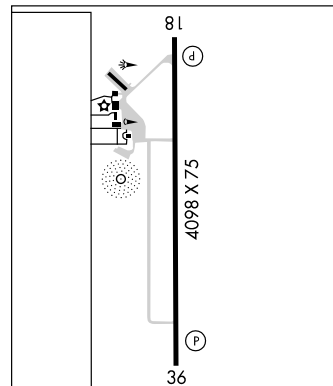
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 030° 16.2 NM to fld.

546/4E. HIWAS.

NDB (MHW) 400 SLO N38°38.64' W88°58.04' at fld. NOTAM FILE SLO.



NDB SLO 400	APP CRS 192°	Rwy Idg TDZE Apt Elev	4098 573 573
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NDB RWY 18

SALEM-LECKRONE (SLO)

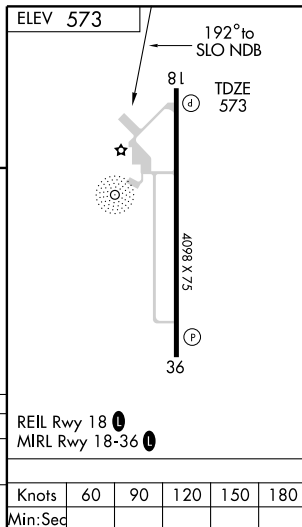
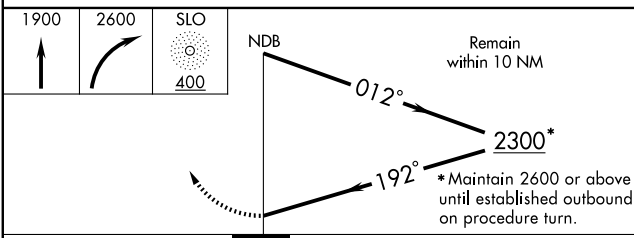
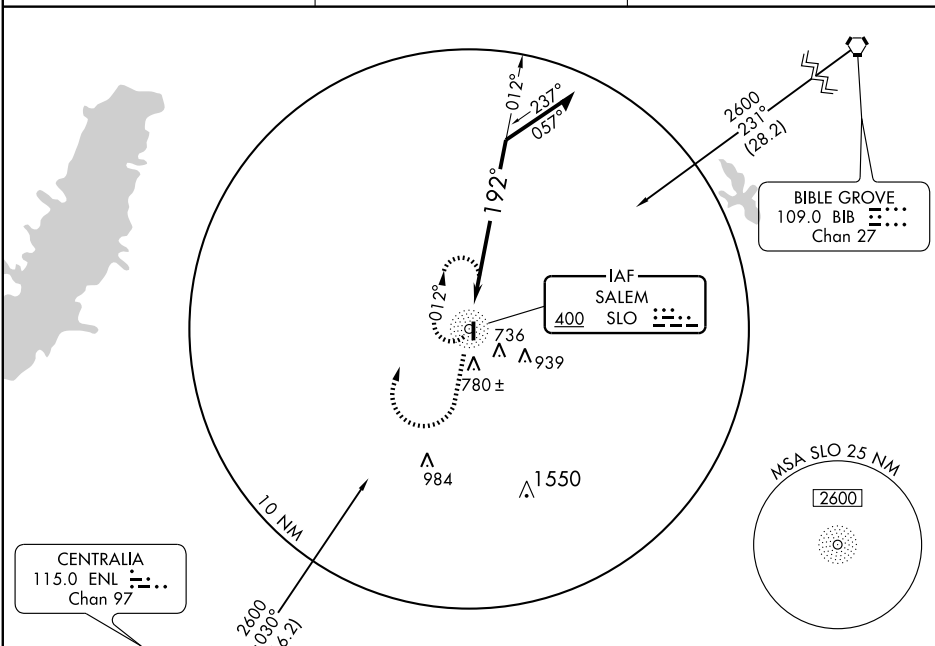


MISSED APPROACH: Climb to 1900, then climbing right turn to 2600 to SLO NDB and hold.

AWOS-3
118.525

KANSAS CITY CENTER
127.7 317.7

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-18	1260-1	687 (700-1)	1260-2 687 (700-2)	1260-2 1/4 687 (700-2 1/4)
CIRCLING	1260-1	687 (700-1)	1260-2 687 (700-2)	1260-2 1/4 687 (700-2 1/4)

APP CRS 181°	Rwy Idg 4098
	TDZE 573
	Apt Elev 573

RNAV (GPS) RWY 18

SALEM-LECKRONE (SLO)



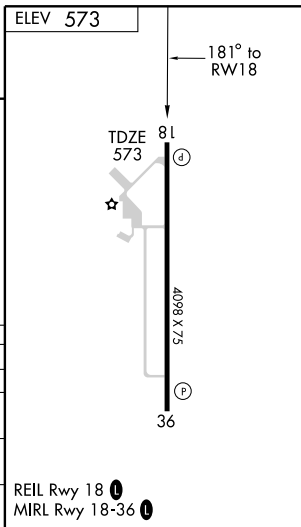
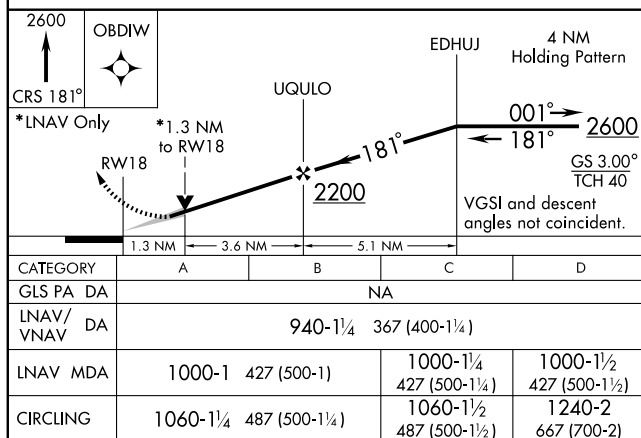
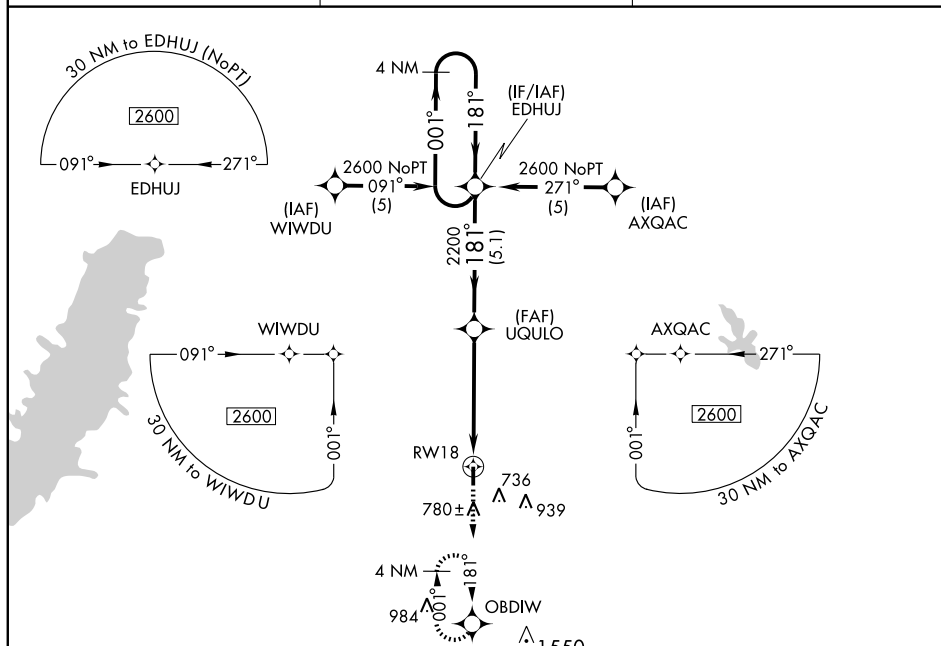
Baro-VNAV NA below -16°C (3°F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 181° course to
OBDIW WP and hold.

AWOS-3
118.525

KANSAS CITY CENTER
127.7 317.7

UNICOM
122.8 (CTAF) ①



APP CRS 001°	Rwy Idg 4098
	TDZE 572
	Apt Elev 573

RNAV (GPS) RWY 36

SALEM-LECKRONE (SLO)



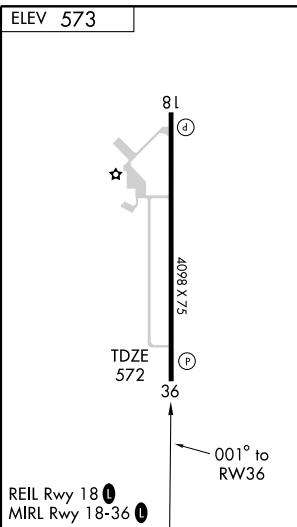
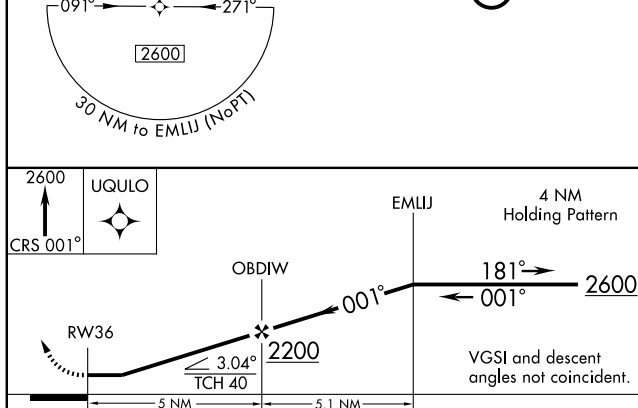
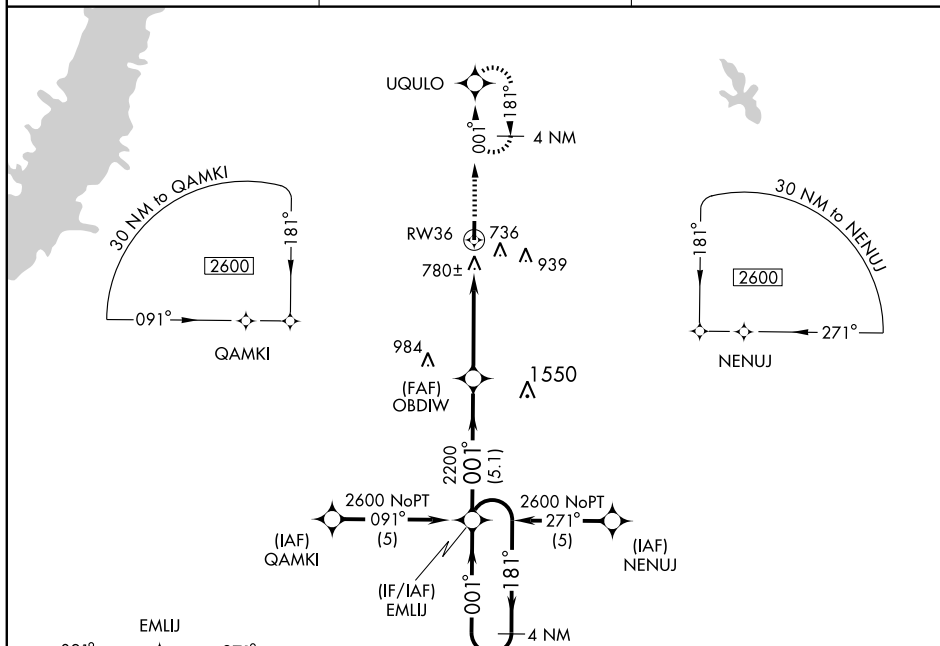
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 001° course to UQULO WP and hold.

AWOS-3
118.525

KANSAS CITY CENTER
127.7 317.7

UNICOM
122.8 (CTAF) 1



CATEGORY	A	B	C	D
RNAV MDA	1020-1 448 (500-1)	1020-1 448 (500-1 1/4)	1020-1 448 (500-1 1/4)	1020-1 448 (500-1 1/2)
CIRCLING	1060-1 487 (500-1)	1060-1 487 (500-1 1/2)	1060-1 487 (500-1 1/2)	1240-2 667 (700-2)

REIL Rwy 18 1
MIRL Rwy 18-36 1

SAMSVILLE N38°29.11' W88°05.15' NOTAM FILE STL.
 (L) VOR/DME 116.6 SAM Chan 113 340° 14.8 NM to Olney-Noble. 540/3E.
 RCO 122.1R 116.6T (ST LOUIS RADIO)

ST LOUIS
 L-27C

SAVANNA

TRI-TOWNSHIP (SFY) 3 SE UTC-6(-5DT) N42°02.75' W90°06.48'

616 B FUEL 100LL, MOGAS NOTAM FILE SFY

RWY 13-31: H4001X75 (ASPH) S-14, D-23 MIRL

RWY 13: Tree. RWY 31: Tower.

AIRPORT REMARKS: Unattended. Fuel available 24 hrs with credit card.

Wild geese on and in/ov arpt. MIRL Rwy 13-31 preset on low ints;
 to increase ints and ACTIVATE twy lgts—CTAF. Irrigation sprinkler
 system opr seasonally under AER 31.

WEATHER DATA SOURCES: AWOS-3 118.65 (815) 273-4429.

COMMUNICATIONS: CTAF/UNICOM 122.7

® **QUAD CITY APP/DEP CON** 125.95 (1130-0430Z‡)

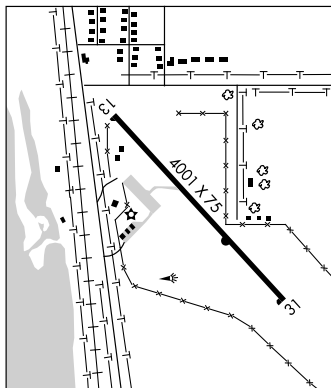
CHICAGO CENTER APP/DEP CON 118.75 (0430-1130Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 278° 26.6 NM to fld. 840/3E. HIWAS.

COMM/NAV/WEATHER REMARKS: AWOS temporarily unreliable.



SCHAUMBURG MUNI HELISTOP (See CHICAGO/SCHAUMBURG)

SCHAUMBURG RGNL (See CHICAGO/SCHAUMBURG)

SCHUY-RUSH (See RUSHVILLE)

SCOTT AFB/MIDAMERICA (See BELLEVILLE)

SHELBY CO (See SHELBYVILLE)

SHELBYVILLE N39°24.40' W88°50.62'. NOTAM FILE STL.

NDB (MHW) 365 SYZ at Shelby Co. Unmonitored.

ST LOUIS
 L-27C

SHELBYVILLE

SHELBY CO (2HØ) 3 W UTC-6(-5DT) N39°24.63' W88°50.73'

618 B S4 FUEL 100LL TPA-1418(800) NOTAM FILE STL

RWY 18-36: H4099X75 (ASPH-PFC) S-4 MIRL

RWY 18: Road. RWY 36: PVASI(PSIL)—GA 3.0° TCH 25'. Road.

RWY 14-32: 3264X200 (TURF)

RWY 14: Tree. RWY 32: Thld dspld 522'. Road.

RWY 04-22: 2585X200 (TURF)

RWY 04: Thld dspld 484'. Road. RWY 22: Tree.

AIRPORT REMARKS: Attended 1400Z‡-dusk. Compromised sight
 clearance between Rwy 04 and Rwy 32 ends. Rwy 36 PVASI OTS
 indef. Rwy 04 and Rwy 32 dspld thlds marked with white gravel 2'
 wide. Twy guidance at ngt utilize blue reflectors. Boundaries for
 Rwy 04-22 and Rwy 14-32 are marked with white painted lines
 spaced at 400' intervals.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 124.3

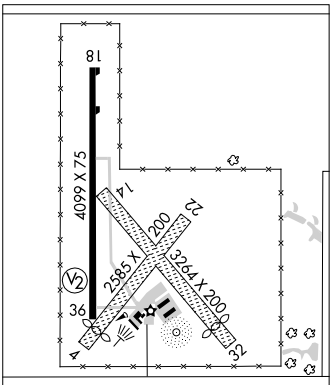
RADIO AIDS TO NAVIGATION: NOTAM FILE DEC.

ADDERS (H) VORTAC 117.2 AXC Chan 119 N39°44.25'

W88°51.38' 176° 19.6 NM to fld. 700/3E. HIWAS.

SHELBYVILLE NDB (MHW) 365 SYZ N39°24.40' W88°50.62' at
 fld. Unmonitored. NOTAM FILE STL.

ST LOUIS
 L-27C
 IAP



APP CRS 135°	Rwy Idg TDZE Apt Elev	4001 616 616
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GPS RWY 13

SAVANNA/ TRI-TOWNSHIP (SFY)

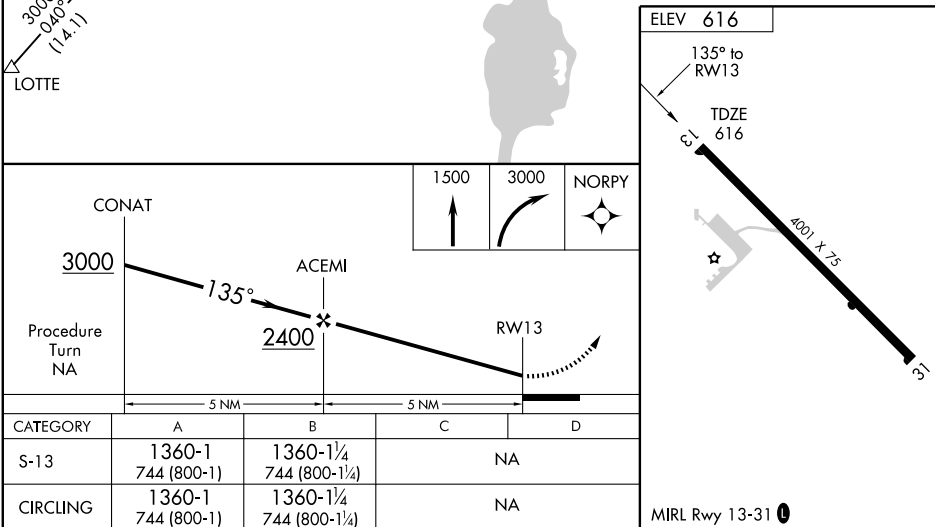
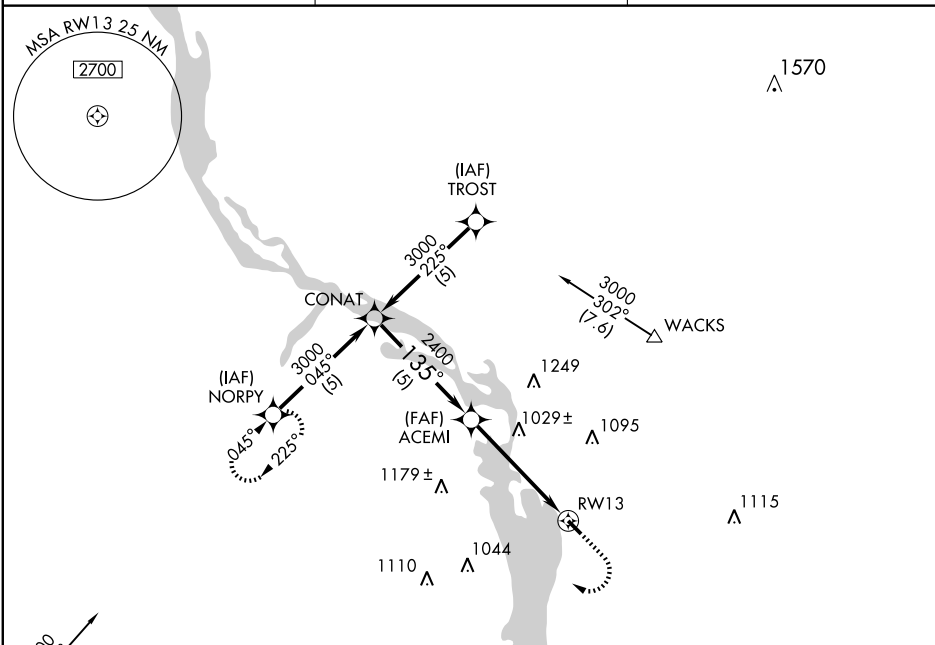
▲ NA Use Sterling Rockfalls altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct NORPY WP and hold.

AWOS-3
118.650

QUAD CITY APP CON★
125.95 257.8

UNICOM
122.7 (CTAF) 0



VORTAC CVA 113.8 Chan 85	APP CRS 036°	Rwy Idg TDZE Apt Elev	N/A N/A 616
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VOR/DME-A
SAVANNA/ TRI-TOWNSHIP (SFY)

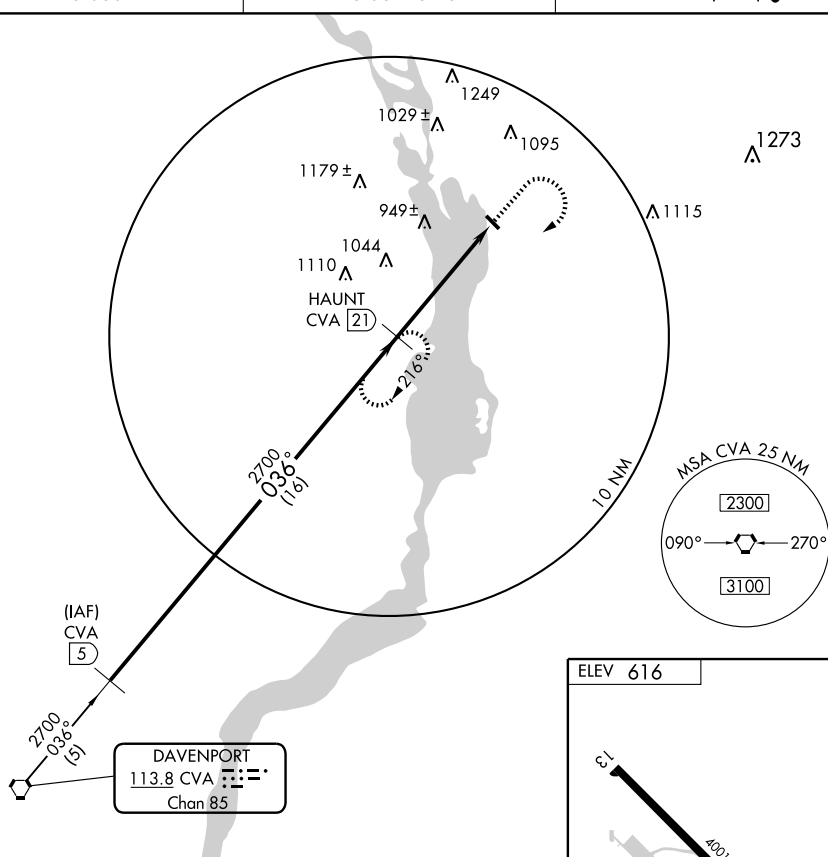
NA Use Sterling Rockfalls altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing right turn to 2700 via CVA VORTAC R-036 to HAUNT and hold.

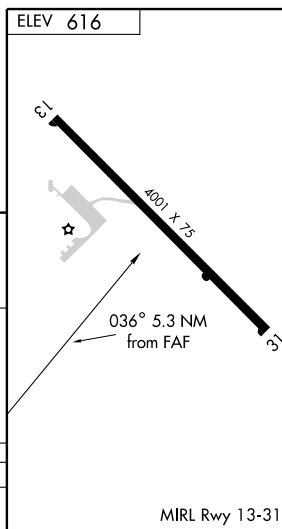
AWOS-3
118.650

QUAD CITY APP CON★
125.95 257.8

UNICOM
122.7 (CTAF) **0**



CVA 5	HAUNT CVA 21	2400	2700	HAUNT INT
2700	2700	↑	CVA R-036 113.8	
Procedure Turn NA			CVA 26.3	
	16 NM		5.3 NM	
CATEGORY	A	B	C	D
CIRCLING	1280-1 664 (700-1)	1280-1¼ 664 (700-1¼)	NA	



SAMSVILLE N38°29.11' W88°05.15' NOTAM FILE STL.
 (L) VOR/DME 116.6 SAM Chan 113 340° 14.8 NM to Olney-Noble. 540/3E.
 RCO 122.1R 116.6T (ST LOUIS RADIO)

ST LOUIS
 L-27C

SAVANNA

TRI-TOWNSHIP (SFY) 3 SE UTC-6(-5DT) N42°02.75' W90°06.48'

CHICAGO
 L-28G
 IAP

616 B FUEL 100LL, MOGAS NOTAM FILE SFY
 RWY 13-31: H4001X75 (ASPH) S-14, D-23 MIRL

RWY 13: Tree. RWY 31: Tower.

AIRPORT REMARKS: Unattended. Fuel available 24 hrs with credit card.
 Wild geese on and in/ovf arpt. MIRL Rwy 13-31 preset on low ints;
 to increase ints and ACTIVATE twy lgts—CTAF. Irrigation sprinkler
 system opr seasonally under AER 31.

WEATHER DATA SOURCES: AWOS-3 118.65 (815) 273-4429.

COMMUNICATIONS: CTAF/UNICOM 122.7

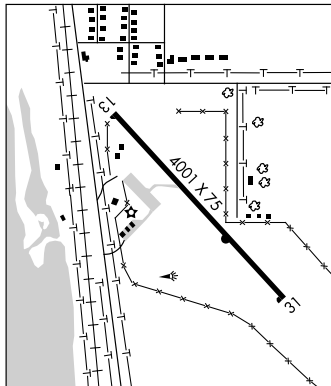
® **QUAD CITY APP/DEP CON** 125.95 (1130-0430Z‡)

CHICAGO CENTER APP/DEP CON 118.75 (0430-1130Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'
 W89°31.45' 278° 26.6 NM to fld. 840/3E. HIWAS.

COMM/NAV/WEATHER REMARKS: AWOS temporarily unreliable.



SCHAUMBURG MUNI HELISTOP (See CHICAGO/SCHAUMBURG)

SCHAUMBURG RGNL (See CHICAGO/SCHAUMBURG)

SCHUY-RUSH (See RUSHVILLE)

SCOTT AFB/MIDAMERICA (See BELLEVILLE)

SHELBY CO (See SHELBYVILLE)

SHELBYVILLE N39°24.40' W88°50.62'. NOTAM FILE STL.
 NDB (MHW) 365 SYZ at Shelby Co. Unmonitored.

ST LOUIS
 L-27C

SHELBYVILLE

SHELBY CO (2HØ) 3 W UTC-6(-5DT) N39°24.63' W88°50.73'

ST LOUIS
 L-27C
 IAP

618 B S4 FUEL 100LL TPA-1418(800) NOTAM FILE STL
 RWY 18-36: H4099X75 (ASPH-PFC) S-4 MIRL

RWY 18: Road. RWY 36: PVASI(PSIL)—GA 3.0° TCH 25'. Road.

RWY 14-32: 3264X200 (TURF)

RWY 14: Tree. RWY 32: Thld dspld 522'. Road.

RWY 04-22: 2585X200 (TURF)

RWY 04: Thld dspld 484'. Road. RWY 22: Tree.

AIRPORT REMARKS: Attended 1400Z‡-dusk. Compromised sight
 clearance between Rwy 04 and Rwy 32 ends. Rwy 36 PVASI OTS
 indef. Rwy 04 and Rwy 32 dspld thlds marked with white gravel 2'
 wide. Twy guidance at ngt utilize blue reflectors. Boundaries for
 Rwy 04-22 and Rwy 14-32 are marked with white painted lines
 spaced at 400' intervals.

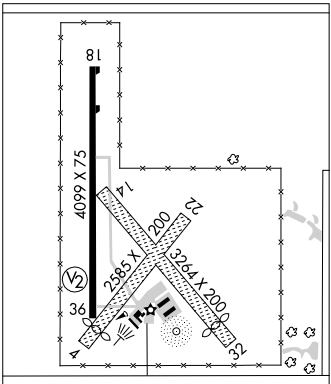
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 124.3

RADIO AIDS TO NAVIGATION: NOTAM FILE DEC.

ADDERS (H) VORTAC 117.2 AXC Chan 119 N39°44.25'
 W88°51.38' 176° 19.6 NM to fld. 700/3E. HIWAS.

SHELBYVILLE NDB (MHW) 365 SYZ N39°24.40' W88°50.62' at
 fld. Unmonitored. NOTAM FILE STL.



NDB SYZ 365	APP CRS 010°	Rwy Idg TDZE Apt Elev	N/A N/A 618
-----------------------	------------------------	-----------------------------	--

NDB-A

SHELBYVILLE/ SHELBY COUNTY (2H0)


▼ Use Decatur altimeter setting, when not received use Mattoon/
▲ NA Charleston altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn
to 2400 in SYZ NDB holding pattern.


KANSAS CITY CENTER
124.3 335.6


UNICOM
122.8 (CTAF)

ADDERS

117.2 AXC 
Chan 119


MATTOON

109.4 MTO 
Chan 31

IAF
SHELBYVILLE
365 SYZ 

MSA SYZ 25 NM

2400

VANDALIA
114.3 VLA 
Chan 90

ELEV 618

Remain
within 10 NM

2400

190°

010°

NDB

2400

SYZ

81

4099 X 75

14

22

2264 X 200

653

36

35

0

0

0

0

0

0

0

0

0

0

0

0

0

0

0

010° to
NDB

MIRL Rwy 18-36

SHELBYVILLE, ILLINOIS

SHELBYVILLE/ SHELBY COUNTY (2H0)

Amdt 2A 23SEP10

39° 25'N-88° 51'W

NDB-A

APP CRS 002°	Rwy Idg 4099
	TDZE 618
	Apt Elev 618

RNAV (GPS) RWY 36

SHELBYVILLE/SHELBY COUNTY (2H0)

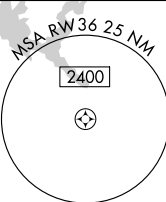
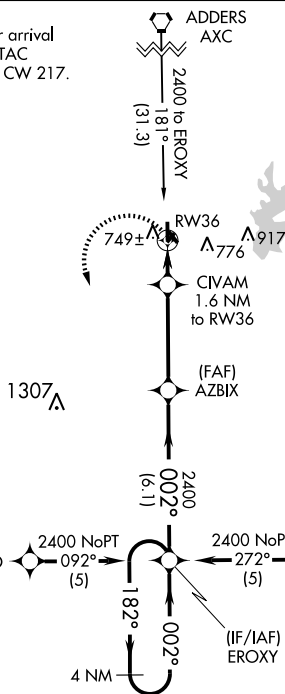
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Use Decatur altimeter setting, when not received use Mattoon/
Charleston altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn
to 2400 direct EROXY and hold.

KANSAS CITY CENTER
124.3 335.6

UNICOM
122.8 (CTAF)

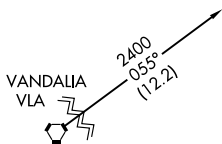
Procedure NA for arrival
on AXC VORTAC
airway radials 187 CW 217.



MATTOON
MTO

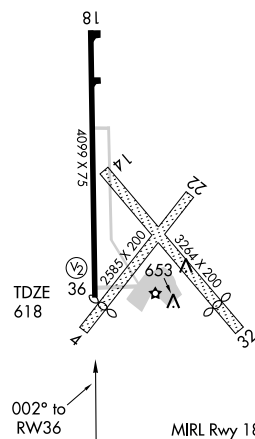
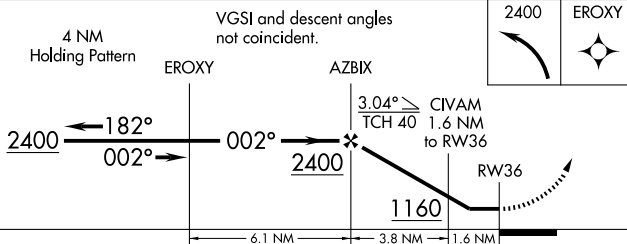
2400
235°
(26.3)

Procedure NA for arrivals
at MTO VOR/DME
on V72-429 northbound.



Procedure NA for arrivals
at VLA VORTAC
on V14 westbound.

ELEV 618



CATEGORY	A	B	C	D
RNAV MDA	1080-1	462 (500-1)	1080-1¼ 462 (500-1¼)	NA
CIRCLING	1200-1	582 (600-1)	1220-1¾ 602 (700-1¾)	NA

SKYDIVE CHICAGO (See OTTAWA)**SOUTHERN ILLINOIS** (See CARBONDALE/MURPHYSBORO)**SPARTA COMMUNITY—HUNTER FLD** (SAR) 2 N UTC-6(-5DT) N38°08.94' W89°41.93'

ST LOUIS

538 B S4 FUEL 100LL, JET A NOTAM FILE SAR

L-16H

RWY 18-36: H4002X75 (ASPH) S-5 MIRL 0.4% up N

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0°TCH 20'. Tree.

RWY 36: PAPI(P4L)—GA 3.0°TCH 20'. Tree.

RWY 09-27: 2616X105 (TURF) 0.5% up W

RWY 09: Building.

RWY 27: Tree.

AIRPORT REMARKS: Attended 1400-0000Z±. Self svc fuel avbl 24 hrs with credit card. There is a 60' by 60' conc pad E of fueling area for helo parking. Migratory waterfowl NW of Rwy 18-36. Rwy 09 and 27 marked with white cones. MIRL Rwy 18-36 and wind indicator preset on low ints; to increase ints and ACTIVATE REIL Rwy 18 and Twy A—CTAF.

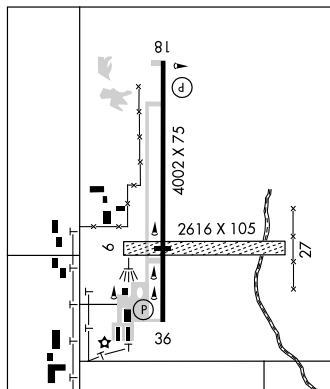
WEATHER DATA SOURCES: AWOS-3 118.375 (618) 443-3296.**COMMUNICATIONS:** CTAF/UNICOM 123.075

® ST LOUIS APP/DEP CON 125.2

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.**CENTRALIA (H) VORTAC** 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 234° 30.2 NM to fld. 546/4E.

HIWAS.

**SPINNER** N39°50.38' W89°40.66' NOTAM FILE SPI.

ST LOUIS

(H) VORTACW 112.7 SPI Chan 74 at Abraham Lincoln Capital. 586/1W.

H-5D, L-27C

RCO 122.25 (ST LOUIS RADIO)

APP CRS	Rwy Idg	4001
179°	TDZE	538
	Apt Elev	538

RNAV (GPS) RWY 18

SPARTA COMMUNITY-HUNTER FIELD (SAR)

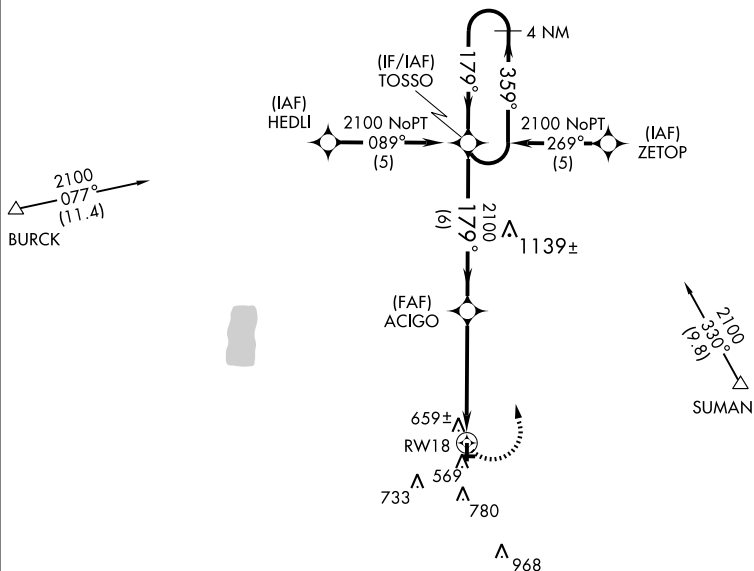
T If local altimeter not received, use Scott AFB/Midamerica
altimeter setting and increase all MDAs 80 feet.
A NA VDP NA with Scott AFB/Midamerica altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2100 direct TOSSO WP and hold.

AWOS-3
118.375


ST. LOUIS APP CON
125.2 281.5

UNICOM
123.075 (CTAF) **L**



ELEV 538

659 ± 179° to RW18

TDZE 

538

1

75

2X:

4005

7

6 

UP

0.4%

36

☆ 88

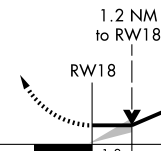
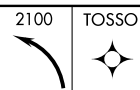
540

569 Δ

ILLINOIS

A, ILLINOIS
100-10

10042



ACIGO

TOSSC

4 NM
Holding Pattern

-179° ————— $\xrightarrow{359^\circ}$ 2100
 $\xleftarrow{179^\circ}$
 VGS1 and descent
 angles not coincident.

	1.2	3.5 NM	6 NM		
CATEGORY	A	B	C	D	
INAV MDA	940-1 402 (500-1)		940-1¼ 402 (500-1¼)		
CIRCLING	960-1 422 (500-1)	1100-1 562 (600-1)	1100-1½ 562 (600-1½)	1100-2 562 (600-2)	

SPARTA, ILLINOIS
Orig 10042

SPARTA COMMUNITY-HUNTER FIELD (SAR) / BNAV (CPS) BNAV 18

38°09'N - 89°42'W

RNAV (GPS) RWY 18

EC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS **359°**
 Rwy Idg **4001**
 TDZE **533**
 Apt Elev **538**

RNAV (GPS) RWY 36

SPARTA COMMUNITY-HUNTER FIELD (S.A.R.)



DME/DME RNP-0.3 NA. Procedure NA at night.
 If local altimeter setting not received, use Scott AFB/Midamerica
 altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn
 to 2200 direct HOKDO and hold.

AWOS-3
118.375

ST. LOUIS APP CON
125.2 281.5

UNICOM
123.075(CTAF) 0

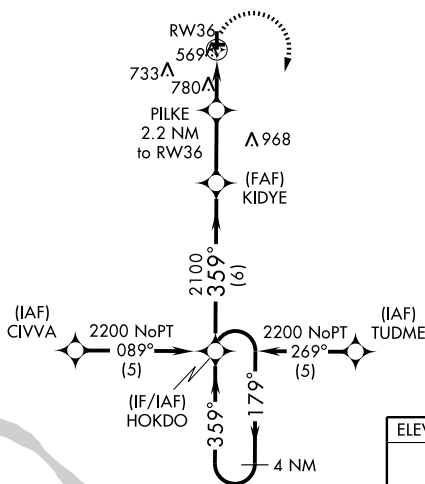
BURCK

Procedure NA for arrival at
 BURCK via V125 NW bound.

1139±

Procedure NA for arrival at
 SUMAN via V72 NE bound.

SUMAN



ELEV **538**

4 NM
 Holding Pattern

2200

179°

359°

VGSI and descent angles
 not coincident.

CATEGORY	A	B	C	D
RNAV MDA	1080-1	547 (600-1)	1080-1½ 547 (600-1½)	1080-1¾ 547 (600-1¾)
CIRCLING	1080-1 542 (600-1)	1140-1 602 (700-1)	1140-1¾ 602 (700-1¾)	1140-2 602 (700-2)

2200 HOKDO



KIDYE

PILKE

2.2 NM
 to RW36

RW36

3.04°

TCH 40

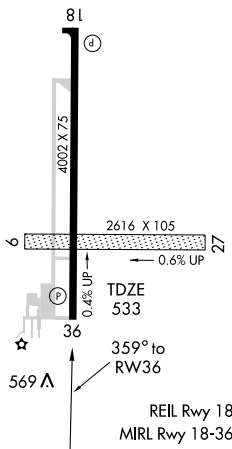
2100

1260

6 NM

2.6 NM

2.2



REIL Rwy 18
 MIRL Rwy 18-36

AIRPORT DIAGRAM

AL-518 (FAA)

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)
SPRINGFIELD, ILLINOIS

ATIS
127.65 270.1
SPRINGFIELD TOWER ★
121.3 257.8
GND CON
121.9 348.6
CLNC DEL
121.7



RWY 04-22
S-100, D-200, 2S-175, 2D-350
RWY 13-31
S-70, D-90, 2S-114, 2D-160
RWY 18-36
S-60, D-70, 2S-89, 2D-130

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

ILLINOIS DEPT OF
TRANSPORTATION

GOLF RAMP

FIELD
ELEV
598

FSDO

Non-Movement
Area

ELEV
590

FOXTROT
RAMP

BAK-12/14

600 X 150

ELEV
588

BAK-12B

128.0°

TWR
698

HS 1

LAHSO

7400 X 150

LAHSO

81

182.7°

5300 X 150

LAHSO

8001 X 150

LAHSO

AIR D
CARRIER
RAMP

LAHSO

36

002.7°

ELEV
587

1000 x 150

043.0°

ELEV
588

BAK-12/14

LAHSO

Non-Movement
Area

FBO

CHARLIE
RAMP

HANGARS

Non-Movement
Area

308.0°

ELEV
583

GENERAL
AVIATION
BRAVO
RAMP

FENCE

B4

B3

B2

B1

TERMINAL

FBO

MIL ANG

MIL ANG
RAMP

LAHSO

8001 X 150

LAHSO

7400 X 150

LAHSO

81

182.7°

5300 X 150

LAHSO

8001 X 150

LAHSO

AIR D
CARRIER
RAMP

LAHSO

36

002.7°

ELEV
587

1000 x 150

043.0°

ELEV
588

BAK-12/14

LAHSO

Non-Movement
Area

FBO

CHARLIE
RAMP

HANGARS

Non-Movement
Area

308.0°

ELEV
583

GENERAL
AVIATION
BRAVO
RAMP

FENCE

B4

B3

B2

B1

TERMINAL

FBO

MIL ANG

MIL ANG
RAMP

LAHSO

8001 X 150

LAHSO

7400 X 150

LAHSO

81

182.7°

5300 X 150

LAHSO

8001 X 150

LAHSO

AIR D
CARRIER
RAMP

LAHSO

36

002.7°

ELEV
587

1000 x 150

043.0°

ELEV
588

BAK-12/14

LAHSO

Non-Movement
Area

FBO

CHARLIE
RAMP

HANGARS

Non-Movement
Area

308.0°

ELEV
583

GENERAL
AVIATION
BRAVO
RAMP

FENCE

B4

B3

B2

B1

TERMINAL

FBO

MIL ANG

MIL ANG
RAMP

LAHSO

8001 X 150

LAHSO

7400 X 150

LAHSO

81

182.7°

5300 X 150

LAHSO

8001 X 150

LAHSO

AIR D
CARRIER
RAMP

LAHSO

36

002.7°

ELEV
587

1000 x 150

043.0°

ELEV
588

BAK-12/14

LAHSO

Non-Movement
Area

FBO

CHARLIE
RAMP

HANGARS

Non-Movement
Area

308.0°

ELEV
583

GENERAL
AVIATION
BRAVO
RAMP

FENCE

B4

B3

B2

B1

TERMINAL

FBO

MIL ANG

MIL ANG
RAMP

LAHSO

8001 X 150

LAHSO

7400 X 150

LAHSO

81

182.7°

5300 X 150

LAHSO

8001 X 150

LAHSO

AIR D
CARRIER
RAMP

LAHSO

36

002.7°

ELEV
587

1000 x 150

043.0°

ELEV
588

BAK-12/14

LAHSO

Non-Movement
Area

FBO

CHARLIE
RAMP

HANGARS

Non-Movement
Area

308.0°

ELEV
583

GENERAL
AVIATION
BRAVO
RAMP

FENCE

B4

B3

B2

B1

TERMINAL

FBO

MIL ANG

MIL ANG
RAMP

LAHSO

8001 X 150

LAHSO

7400 X 150

LAHSO

81

182.7°

5300 X 150

LAHSO

8001 X 150

LAHSO

AIR D
CARRIER
RAMP

LAHSO

36

002.7°

ELEV
587

1000 x 150

043.0°

ELEV
588

BAK-12/14

LAHSO

Non-Movement
Area

FBO

CHARLIE
RAMP

HANGARS

Non-Movement
Area

308.0°

ELEV
583

GENERAL
AVIATION
BRAVO
RAMP

FENCE

B4

B3

B2

B1

TERMINAL

FBO

MIL ANG

MIL ANG
RAMP

LAHSO

8001 X 150

LAHSO

7400 X 150

LAHSO

81

182.7°

5300 X 150

LAHSO

8001 X 150

LAHSO

AIR D
CARRIER
RAMP

LAHSO

36

002.7°

ELEV
587

1000 x 150

043.0°

ELEV
588

BAK-12/14

LAHSO

Non-Movement
Area

FBO

CHARLIE
RAMP

HANGARS

Non-Movement
Area

308.0°

ELEV
583

GENERAL
AVIATION
BRAVO
RAMP

FENCE

B4

B3

B2

B1

TERMINAL

SPRINGFIELD

ABRAHAM LINCOLN CAPITAL (SPI) 3 NW UTC-6(-5DT) N39°50.65' W89°40.69'

ST LOUIS

598 B S4 FUEL 100LL, JET A OX 1, 2 ARFF Index—See Remarks NOTAM FILE SPI

H-5D, L-27C

RWY 04-22: H8001X150 (CONC-GRVD) S-100, D-200, 2S-175, 2D-350 HIRL

IAP, AD

RWY 04: MALSR. VASI(V4L)—GA 3.0° TCH 56'. Tree.

RWY 22: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Tree.

RWY 13-31: H7400X150 (ASPH-GRVD) S-70, D-90, 2S-114, 2D-160 HIRL

RWY 13: REIL. PAPI(P4R) GA 3.0° TCH 50'. Trees.

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Tree.

RWY 18-36: H5300X150 (ASPH-CONC) S-60, D-70, 2S-89, 2D-130 MIRL

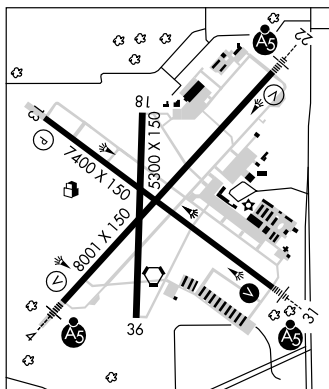
RWY 18: Tree. RWY 36: Tree.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 04	13-31	3200
RWY 22	13-31	4150
RWY 31	04-22	3350
RWY 36	13-31	3000

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA-8001	TODA-8001	ASDA-8001	LDA-8001
RWY 13:	TORA-7400	TODA-7400	ASDA-7217	LDA-7217
RWY 18:	TORA-5300	TODA-5300	ASDA-5300	LDA-5300
RWY 22:	TORA-8001	TODA-8001	ASDA-8001	LDA-8001
RWY 31:	TORA-7400	TODA-7400	ASDA-7000	LDA-7000
RWY 36:	TORA-5300	TODA-5300	ASDA-5300	LDA-5300



ARRESTING GEAR/SYSTEM

RWY 04: BAK-14 BAK-12(B) (1329')

BAK-14 BAK-12 (1329') RWY 22

RWY 13 BAK-12(B) (800')

AIRPORT REMARKS: Attended continuously. Rwy 18-36 CLOSED 0400-1200Z. Crane 788' (199' AGL) 2.24 NM SSE.

Be alert; a 10' lgdt barricade separates the air carrier and the south general aviation ramp. General aviation access to and parking on the air carrier ramp is prohibited. Acft on the golf ramp not visible from twr, entrance to Twy Y between hangars C and D not visible from twr, Twy Y marked with non standard signage. Acft taxiing to Rwy 04 via Twy C must taxi via Twy C, Twy H and Twy A for a full length Rwy 04 departure. Intersection departure Rwy 04 at Twy H has 7200' remaining. Acft in berm area adjacent Twy E and Twy G not visible from twr, acft in berm area taxi at own risk. Twy Y not available for air carrier ops with more than 30 passenger seats. During snow removal ops equipment operators will monitor CTAF when the twr is clsd. When twr clsd ACTIVATE HIRL Rwy 13-31, HIRL Rwy 04-22, MALSR Rwy 04, Rwy 22 and Rwy 31, VASI Rwy 31 and REIL Rwy 13—CTAF. PAPI Rwy 13 and VASI Rwy 04, Rwy 22 opr continuously. MIRL Rwy 18-36 ints preset on/off per wind conditions when twr clsd. Class I ARFF Index A. AARF Index C equipment avbl upon req; call 217-788-1080. Rwy 18-36 400' concrete N end. NOTE: See Special Notices—Aerobatic Practice Areas in Illinois.

WEATHER DATA SOURCES: ASOS (217) 789-7389. LLWAS.

COMMUNICATIONS: CTAF 121.3 ATIS 127.65 UNICOM 122.95

SPINNER RCO 122.25 (ST LOUIS RADIO)

R SPRINGFIELD APP/DEP CON 118.6 (1200-0400Z)

KANSAS CITY CENTER APP/DEP CON 127.275 (0400-1200Z)

SPRINGFIELD TOWER 121.3 (1200-0400Z) 118.6 (0400-1200Z) GND CON 121.9 CLNC DEL 121.7

AIRSPACE: CLASS C svc 1200-0400Z ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38' W89°40.66' at fld. 586/1W.

HUSKK NDB (MHW/LOM) 382 SP N39°46.39' W89°45.59' 043° 5.7 NM to fld.

CALDE NDB (LOM) 240 CJ N39°47.68' W89°35.56' 308° 4.9 NM to fld. Unmonitored.

LICOL NDB (MHW/LOM) 375 LQ N39°54.72' W89°36.18' 221° 5.3 NM to fld.

ILS 109.5 I-SPI Rwy 04. Class IT. LOM HUSKK NDB. ILS unmonitored when twr clsd.

ILS 111.7 I-LQY Rwy 22. Class IA. LOM LICOL NDB. ILS unmonitored when twr clsd.

ILS 110.15 I-CJF Rwy 31. Class IE. LOM CALDE NDB. ILS unmonitored when twr clsd. Glide slope unmonitored.

ASR (1200-0400Z)

SPRINGFIELD, ILLINOIS

HI-ILS or LOC/DME RWY 4

LOC I-SPI 109.5	APCH CRS 043°	Rwy ldg TDZE 8001 Arpt Elev 598
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JAL-518 [USAF]

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

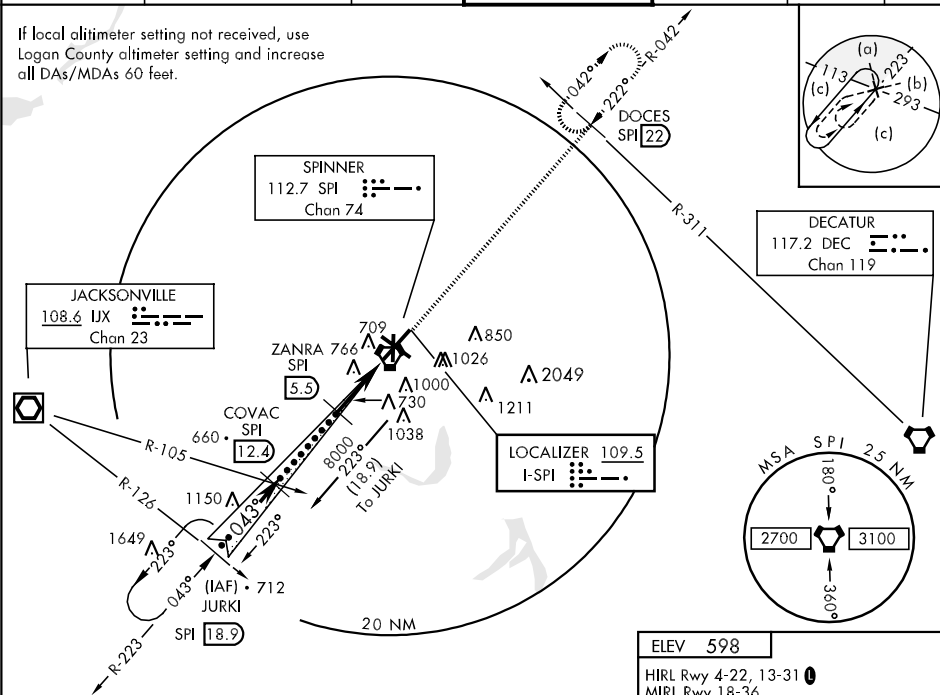
Procedure NA when tower is closed.
* When ALS inop, increase CAT CDE vis ¼ mile.
** When ALS inop, increase CAT CDE vis ½ mile.



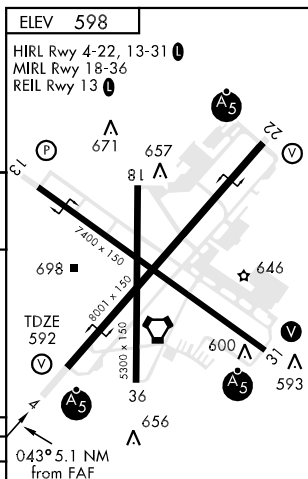
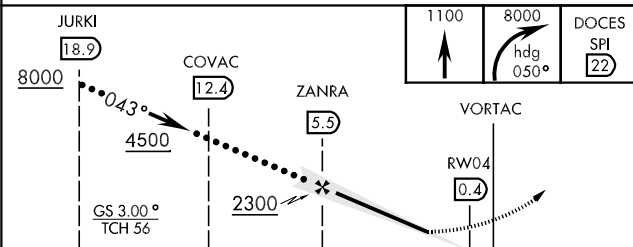
MISSED APPROACH: Climb to 1100 then climbing right turn to 8000 via hdg 050° and SPI VORTAC R-042 to DOCES INT/SPI VORTAC 22 DME and hold, continue in-hold-climb to 8000.

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	UNICOM 122.95	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	ASR
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If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet.



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-ILS 4 *	792/24	200	(200-½)
S-LOC 4 **	980/24 (400-½) 388	980/40 603	(400-¾) 388
CIRCLING	1060-1½ (500-1½) 463	1200-2 (700-2) 603	1380-2¾ (800-2¾) 783

FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

SPRINGFIELD, ILLINOIS

39°51'N-89°41'W

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

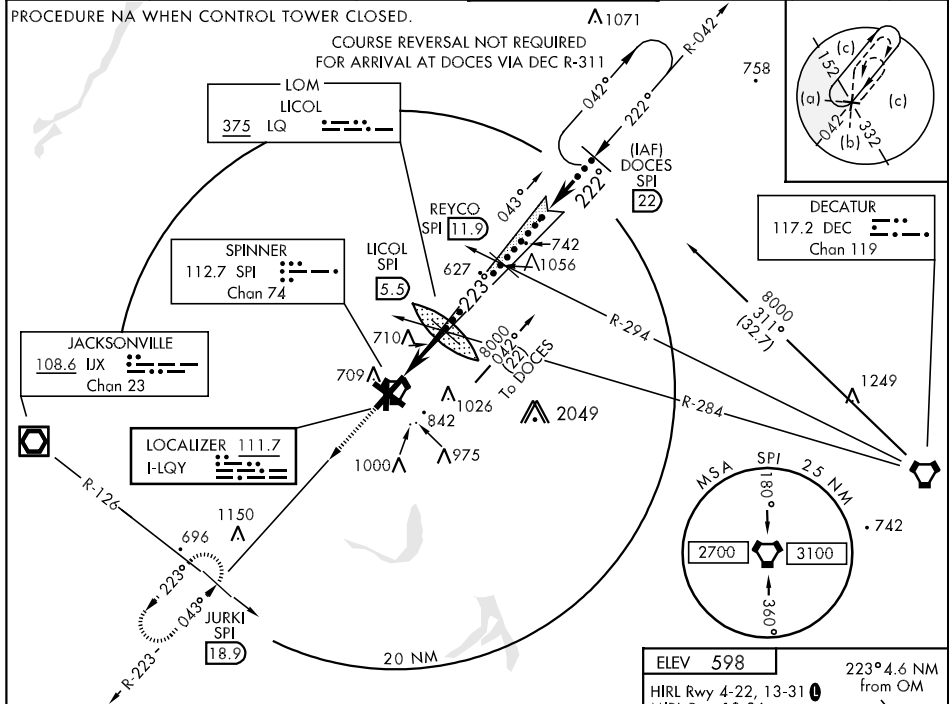
Amdt 4 10210

HI-ILS or LOC/DME RWY 4

EC-3, 23 SEP 2010 to 21 OCT 2010

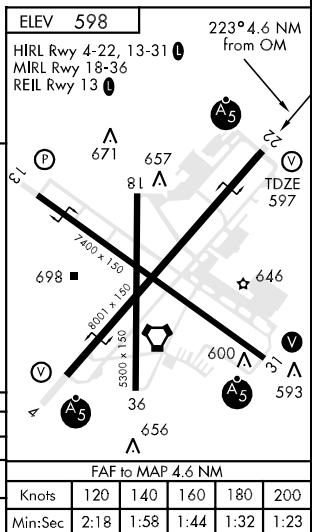
EC-3, 23 SEP 2010 to 21 OCT 2010

LOC I-LQY 111.7	APCH CRS 223°	Rwy ldg TDZE 8001 597 Arpt Elev 598	JAL-518 [USAF] SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)
<p>✚ * When ALS inop, increase CAT CDE vis ¼ mile. ** When ALS inop, increase CAT CDE vis ½ mile. If local altimeter setting not rcv, use Logan County altimeter setting and INCR all DAs/MDAs 60 feet.</p>			
ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	UNICOM 122.95	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8
GND CON 121.9 348.6		CLNC DEL 121.7	ASR





EMERG SAFE ALT 100 NM 3100

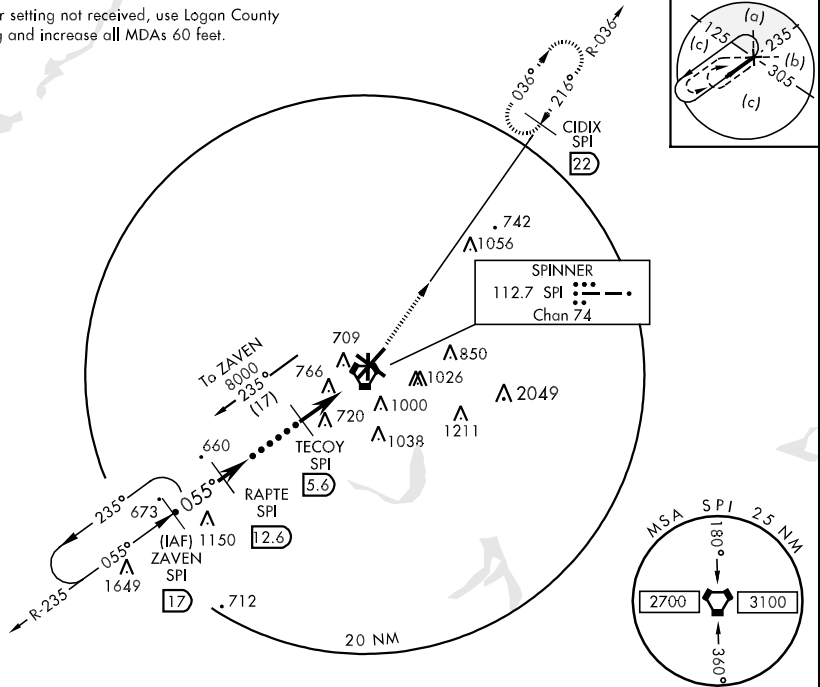
1100	8000	JURKI SPI 18.9	LICOL OM 5.5	REYCO 11.9	DOCES 22
VDP NA when using Logan County altimeter setting					
VORTAC	1.9	2139	3900	8000	GS 3.00° TCH 54
CATEGORY C D E					
S-ILS 22 *	797-½	200	(200-½)		
S-LOC 22 **	363 960-½ (400-½)	960-¾ 363	(400-¾)		
CIRCLING	463 1060-1½ (500-1½)	1200-2 603 (700-2)	1380-2¾ 783 (800-2¾)		



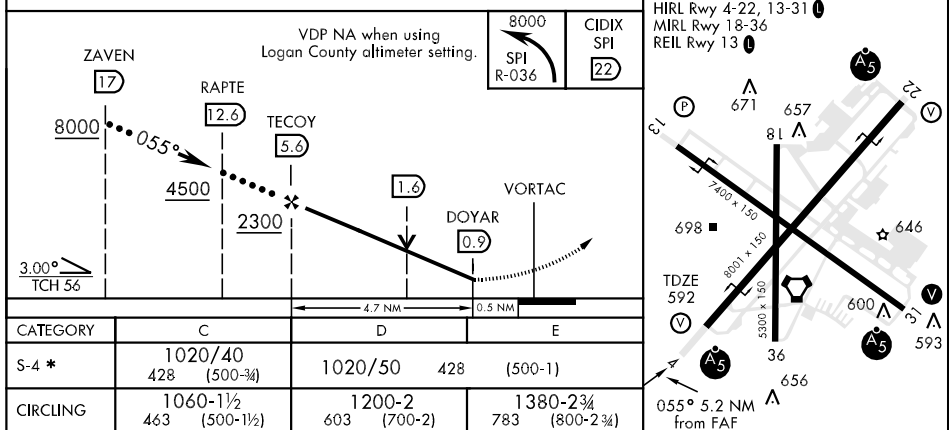
HI-VOR/DME or TACAN RWY 4

VORTAC SPI 112.7 Chan 74		APCH CRS 055°		Rwy Idg 8001 TDZE 592 Arprt Elev 598		JAL-518 [USAF] SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)							
<div><div></div><div>* For inop MALSR, increase CAT CDE vis ½ mile.</div></div>						<div><div></div><div>MISSED APPROACH: Climb to 8000 via SPI VORTAC R-036 to CIDI/22 DME and hold. Continue climb-in-hold to 8000.</div></div>							
ATIS 127.65 270.1		SPRINGFIELD APP CON ★ 118.6 323.0		UNICOM 122.95		SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8		GND CON 121.9 348.6		CLNC DEL 121.7		ASR	

If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet.



EMERG SAFE ALT 100 NM 3100



SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)

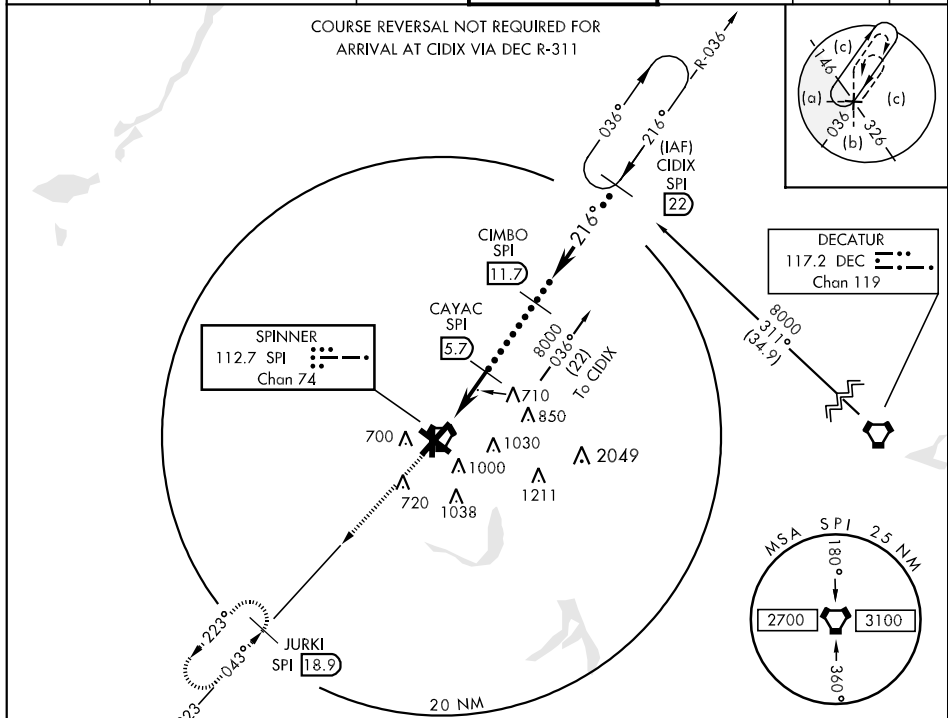
Amdt 4 10210

HI-VOR/DME or TACAN RWY 4

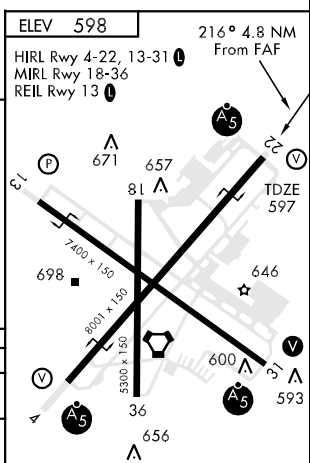
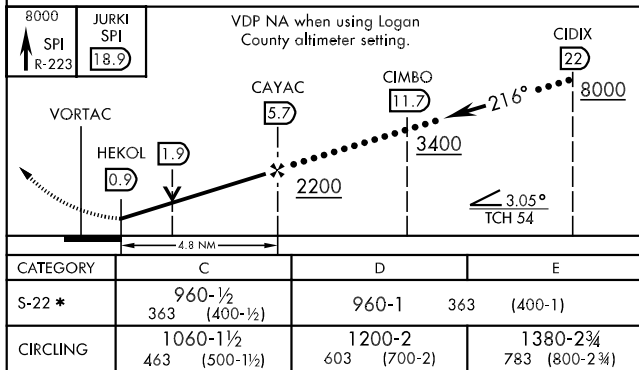
EC-3. 23 SEP 2010 to 21 OCT 2010

VORTAC SPI 112.7 Chan 74	APCH CRS 216°	Rwy ldg TDZE 8001 597 Arpt Elev 598	JAL-518 [USAF]	SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (KSPI)
* When ALS inop, increase CAT C vis ½ mile, CAT DE vis ¼ mile. If local altimeter setting not rcv, use Logan County altimeter setting and INCR all MDAs 60 feet.			MALSR A5	MISSED APPROACH: Climb to 8000 via SPI VORTAC R-223 to JURKI/18.9 DME and hold, continue climb-in-hold to 8000.

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	UNICOM 122.95	SPRINGFIELD TOWER ★ 121.3 (CTAF) 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	ASR
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EMERG SAFE ALT 100 NM 3100



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALTON/ST. LOUIS, IL		
ST. LOUIS RGNL (ALN)	HS 1	Twy C and Rwy 11, rwy in close proximity of ramp.
	HS 2	Twy A and Rwy 17-35, rwy in close proximity of ramp.
CHAMPAIGN-URBANA, IL		
UNIVERSITY OF ILLINOIS- WILLARD (CMI)	HS 1	Rwy 18 hold short line set back on Twy C.
	HS 2	Complex twy/twy int.
	HS 3	Rwy 36 hold short lines proximity on Twy B and Twy B2.
CHICAGO, IL		
CHICAGO-O'HARE INTL (ORD)	HS 1	Twy R between Rwy 09R-27L and Rwy 04L-22R.
	HS 2	Rwy 27L and Rwy 04L-22R.
	HS 3	Twy B to Twy H int close proximity to Rwy 09R-27L.
	HS 4	Rwy 09R-27L and Twy A1.
	HS 5	Int of Twy U5 and Twy U in close proximity to Rwy 09R-27L.
	HS 6	Twy U and Twy H close proximity to Rwy 09R-27L.
	HS 7	Twy T10 and Twy M.
	HS 8	Twy S5 and Rwy 04R.
	HS 9	Int of Twy E, Twy G and Twy Z close proximity of rws.
	HS 10	Landing Rwy 27R first available turn off is Twy C1 6500' from Rwy 27R thr.
	HS 11	Rwy 14 R and Rwy 10-28. Rwy 14R now ends north of active Rwy 10-28. Rwy 10-28 arrivals - There is no exit from Rwy 10-28 onto Rwy 14R.
CHICAGO, IL		
MIDWAY INTL (MDW)	HS 1	Displaced thr Rwy 04L. Twy W turn onto Rwy 04L.
	HS 2	Int of Rwy 04L and Twy F.
	HS 3	Rwy 31L hold short line on Twy K.
	HS 4	Rwy 31R hold short line set back on Twy Y terminal side.
	HS 5	Int of Rwy 04R and Twy F.
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL		
CHICAGO EXECUTIVE (PWK)	HS 1	Complex int in close proximity of rws.
	HS 2	Twy int in close proximity of Rwy 06.
	HS 3	Rwy 06 hold short line set back on Twy T.
	HS 4	Rwy 06 hold short line set back and close to Hangar 4 ramp.
JANESVILLE, WI		
SOUTERN WISCONSIN RGNL (JVL)	HS 1	Rwy 32 and Rwy 36 apch ends are closely aligned and may be confused when lining up for departure.
LA CROSSE, WI		
LA CROSSE MUNI (LSE)	HS 1	Rwy 36 hold position set back on Twy F.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
MILWAUKEE, WI		
GENERAL MITCHELL INTL (MKE)	HS 1	Twy E and Twy V at Rwy 19R and Rwy 25R.
	HS 2	Twy M and Rwy 01L-19R.
MOLINE, IL		
QUAD CITY INTL (MLI)	HS 1	Twys in close proximity to Rwy 23.
	HS 2	Wrong rwy departure risk.
	HS 3	Non-standard Rwy 13-31 hold position.
	HS 4	Confusing twy int.
	HS 5	Hold lines for Twy L appear abruptly.
SPRINGFIELD, IL		
ABRAHAM LINCOLN		
CAPITAL (SPI)	HS 1	Complex rwy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-SPI 109.5	APP CRS 043°	Rwy Idg TDZE Apt Elev	8001 592 597
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ILS or LOC RWY 4

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

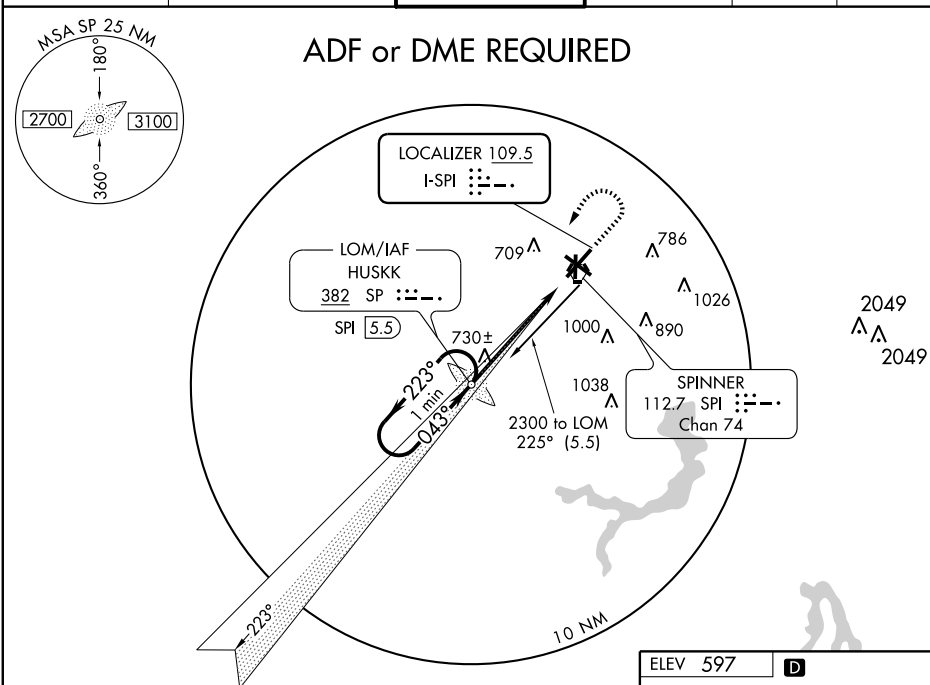
ASR If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. ADF REQUIRED.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.




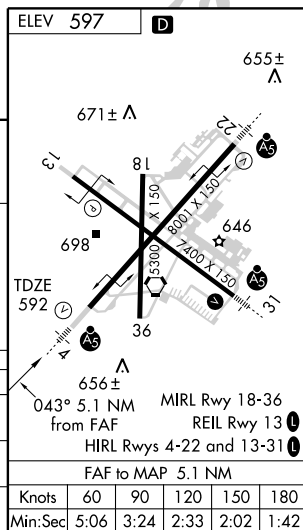
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct HUSKK LOM and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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ADF or DME REQUIRED



One Minute Holding Pattern		LOM SPI <u>5.5</u>	2297	<div><div>1500</div><div>↑</div></div>	<div><div>2300</div><div>↶</div></div>	<div><div>SP</div><div></div><div><u>382</u></div></div>
<div><div>2300</div><div>← 223°</div><div>043° →</div><div>2300</div></div> <div>GS 3.00° TCH 56</div>		<div><div>2297</div><div>×</div><div>043°</div><div>5.1 NM</div></div>				
CATEGORY	A	B	C	D		
S-ILS 4	* 792/24 200 (200-½)					
S-LOC 4	980/24 388 (400-½)				980/40 388 (400-¾)	
CIRCLING	1020-1 423 (500-1)	1060-1 463 (500-1)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)		




ILS or LOC RWY 4

LOC I-LQY	APP CRS	Rwy Idg	8001
<u>111.7</u>	223°	TDZE	598
		Apt Elev	598

ILS or LOC RWY 22

SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPI)

T ADF or RADAR Required. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA 57 feet and all MDA 60 feet, and increase S-LOC 22 Cat C visibility $\frac{1}{4}$ mile.

MALSR 	MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 via SPI VORTAC R-235 to CUBVO Int/SPI 12 DME and hold.
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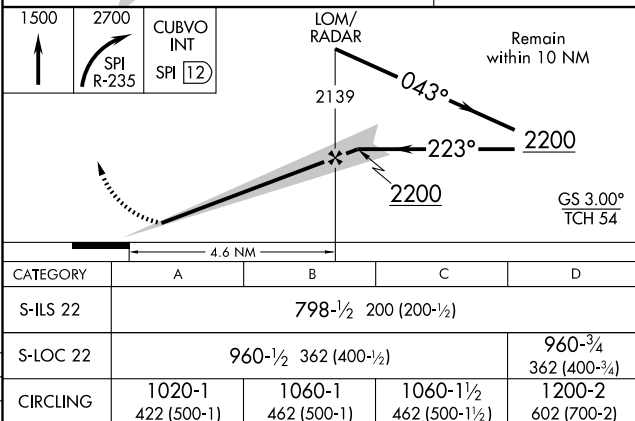
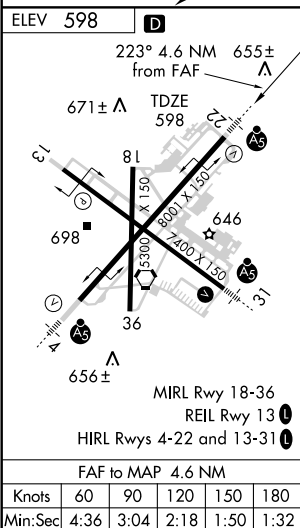
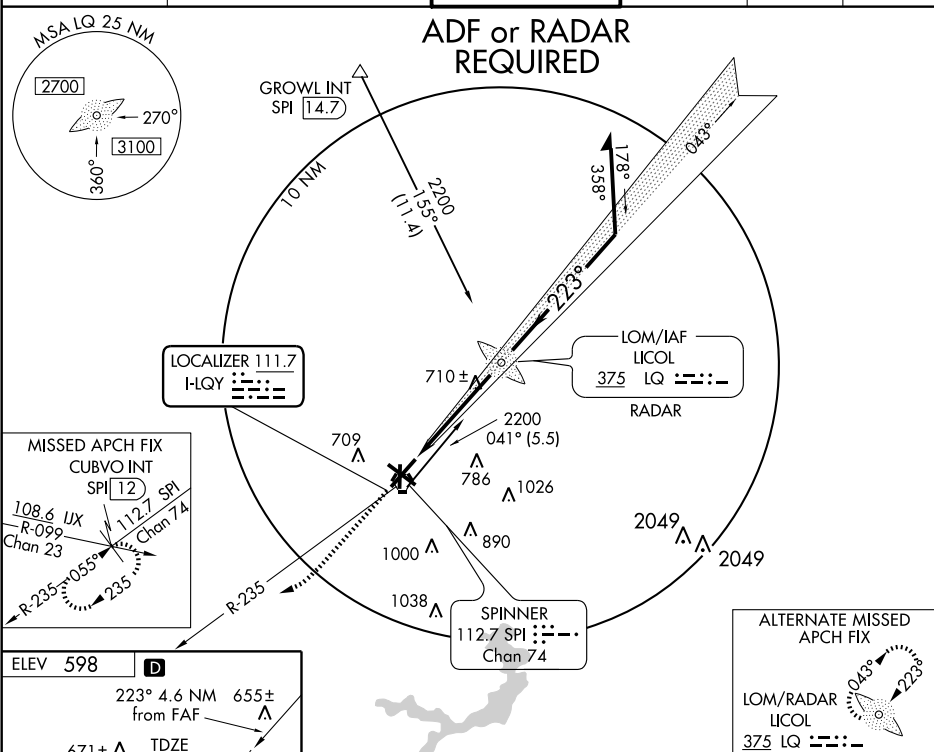
ATIS
127.65 270.1

SPRINGFIELD APP CON ★
118.6 323.0

SPRINGFIELD TOWER ★
121.3(CTAF) **L** 257.8

GND CON
121.9 348.6

CLNC DEL
121.7

UNICOM
122.95

SPRINGFIELD, ILLINOIS

Amdt 9 03JUN10

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

39°51'N-89°41'W

ILS or LOC RWY 22

EC-3. 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

LOC I-CJF 110.15	APP CRS 308°	Rwy Idg TDZE Apt Elev	7000 590 597
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ILS or LOC RWY 31

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

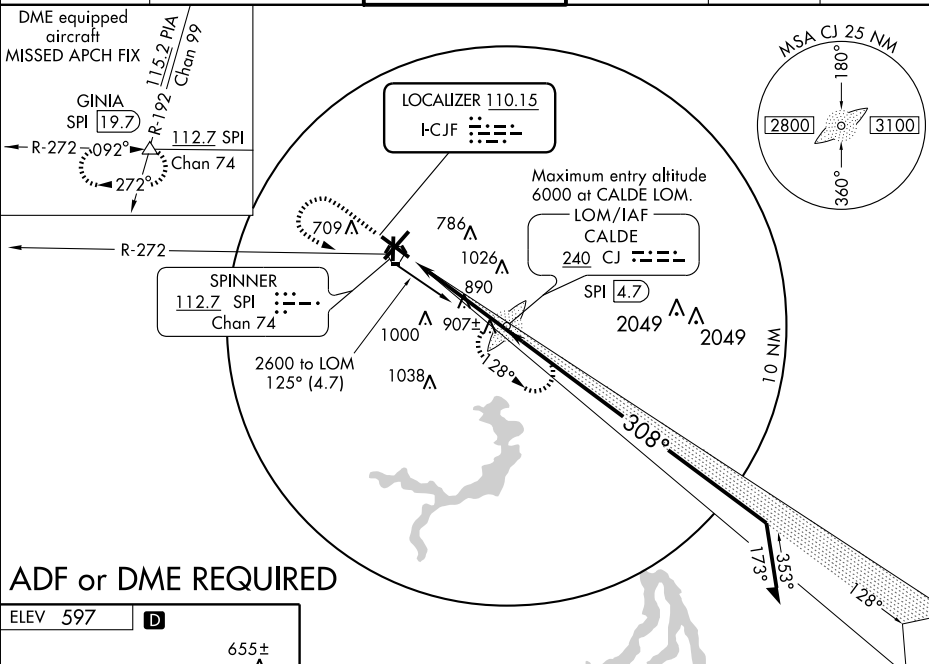
ADF or DME REQUIRED.
NA If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet.
ASR For inoperative MALS, increase S-ILS-31 Cat. E visibility to $\frac{3}{4}$ and S-LOC-31 Cat. E visibility to $2\frac{1}{4}$.

MALSR

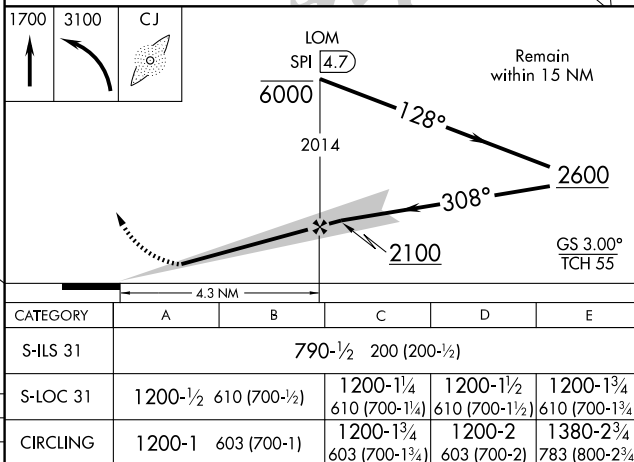
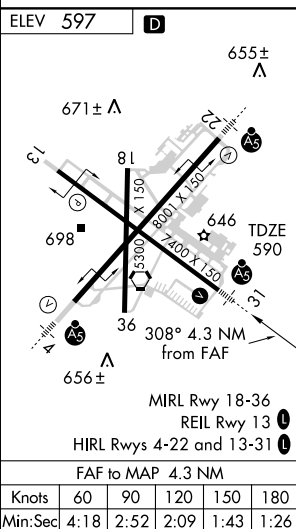


MISSED APPROACH: Climb to 1700 then climbing left turn to 3100 direct CALDE LOM and hold. (DME equipped aircraft climb to 1700, then climbing left turn to 3200 via SPI R-272 to GINIA Int/SPI 19.7 DME and hold.)

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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ADF or DME REQUIRED



LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
ALTON/ST. LOUIS, IL			
ST. LOUIS RGNL (ALN)	29	17-35	6,850 feet
	35	11-29	5,100 feet
APPLETON, WI			
OUTAGAMIE COUNTY RGNL (ATW)	03	12-30	3,300 feet
	21	12-30	4,100 feet
	30	03-21	3,400 feet
BLOOMINGTON/NORMAL, IL			
CENTRAL IL REGL ARPT AT			
BLOOMINGTON-NORMAL (BMI)	02	11-29	4,600 feet
	11	02-20	6,200 feet
CARBONDALE-MURPHYSBORO, IL			
SOUTHERN ILLINOIS (MDH)	06	18L-36R	3,100 feet
	24	18R-36L	3,800 feet
	36R	06-24	3,000 feet
CHAMPAIGN-URBANA, IL			
UNIVERSITY OF ILLINOIS-WILLARD (CMI)	04	14L-32R	3,600 feet
	14L	04-22	3,550 feet
	18	04-22	4,100 feet
	22	18-36	4,700 feet
	32R	04-22	4,050 feet
	36	14L-32R	3,950 feet
CHICAGO, IL			
CHICAGO-O'HARE INTL (ORD)	09R	14L-32R	6,100 feet
	10	TWY S	12,156 feet
	22R	09R-27L	6,050 feet
	27L	04L-22R	5,700 feet
CHICAGO/AURORA, IL			
AURORA MUNI (ARR)	09	18-36	3,450 feet
	15	09-27	3,900 feet
	27	15-33	4,000 feet
CHICAGO/PROSPECT HEIGHTS/ WHEELING, IL			
CHICAGO EXECUTIVE (PWK)	16	12-30	3,623 feet
DECATUR, IL			
DECATUR (DEC)	06	12-30	4,800 feet
	12	06-24	4,450 feet
	18	06-24	4,450 feet
	24	12-30	3,000 feet
	24	18-36	8,000 feet
	30	18-36	5,050 feet
	36	12-30	4,800 feet

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

LAND AND HOLD SHORT OPERATIONS (LAHSO)
(CONTINUED)

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
GREEN BAY, WI			
AUSTIN STRAUBEL INTL (GRB)	18	06-24	2,692 feet
	24	18-36	6,050 feet
	36	06-24	4,932 feet
MADISON, WI			
DANE COUNTY RGNL- TRUAX FIELD (MSN)	03	14-32	3,400 feet
	18	03-21	4,850 feet
	21	18-36	6,450 feet
	32	18-36	5,300 feet
	36	14-32	7,050 feet
MARION, IL			
WILLIAMSON COUNTY RGNL (MWA)	20	11-29	6,650 feet
	29	02-20	4,650 feet
MOSINEE, WI			
CENTRAL WISCONSIN (CWA)	26	17-35	7,300 feet
	35	08-26	5,000 feet
ROCKFORD, IL			
CHICAGO/ROCKFORD INTL (RFD)	01	07-25	6,000 feet
	07	01-19	8,800 feet
SPRINGFIELD, IL			
ABRAHAM LINCOLN CAPITAL (SPI)	04	13-31	3,200 feet
	22	13-31	4,150 feet
	31	04-22	3,350 feet
	36	13-31	3,000 feet

EC-3. 23 SEP 2010 to 21 OCT 2010

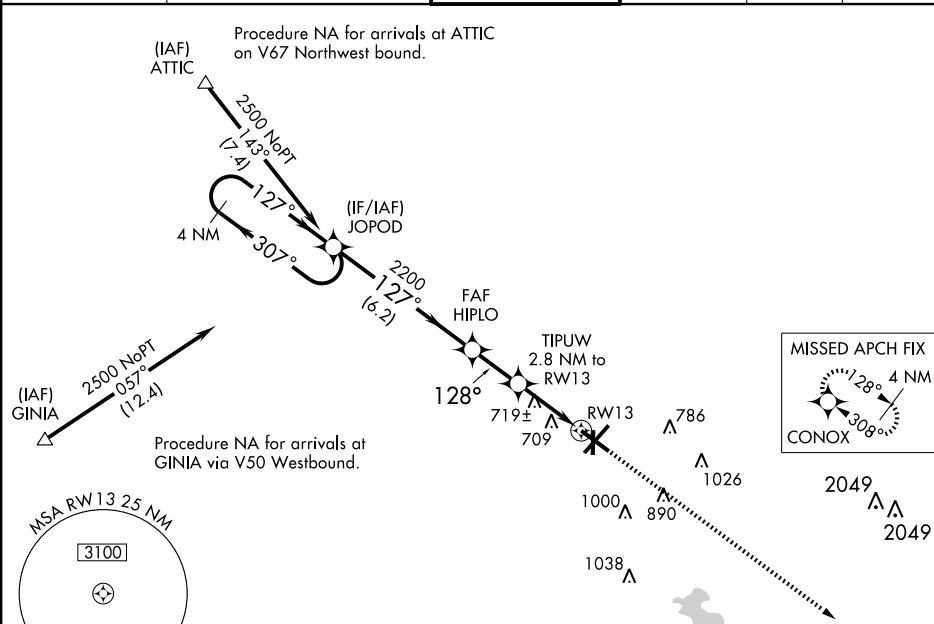
WAAS CH 99616 W13A	APP CRS 128°	Rwy Idg TDZE 592 Apt Elev 598	7217 592 598
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RNAV (GPS) RWY 13

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).</p> <p>⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all DA 57 feet, all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile, and increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Lincoln altimeter setting. VDP NA when using Lincoln altimeter setting.</p>	<p>MISSED APPROACH: Climb to 3100 direct CONOX and hold.</p>
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ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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4 NM Holding Pattern	JOPOD	3100	CONOX	128° to RW13	655± 671± 81 150 8001 X 150 646 7400 X 150 36 656±
2500	307° 127°	2200	127° 128°	TIPUW 2.8 NM to RW13	TDZE 592
GS 3.00° TCH 50		2200	*1.1 NM to RW13	RW13	
			*1520		
	6.2 NM	2 NM	1.7	1.1	
CATEGORY	A	B	C	D	
LPV DA	875-1 283 (300-1)				
LNAV/VNAV DA	1011-1½ 419 (500-1½)				
LNAV MDA	980-1 388 (400-1)			980-1¼ 388 (400-1¼)	
CIRCLING	1020-1 422 (500-1)	1060-1 462 (500-1)	1060-1½ 462 (500-1½)	1200-2 602 (700-2)	
MRL Rwy 18-36 REIL Rwy 13 HIRL Rwy 4-22 and 13-31					

SPRINGFIELD, ILLINOIS

Amdt 1 03JUN10

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

39°51'N-89°41'W

RNAV (GPS) RWY 13

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

WAAS CH 81809 W22A	APP CRS 223°	Rwy Idg TDZE 597 Apt Elev 597
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RNAV (GPS) RWY 22

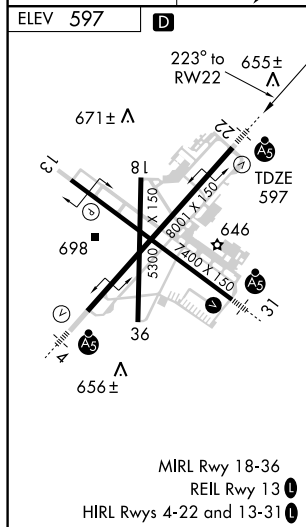
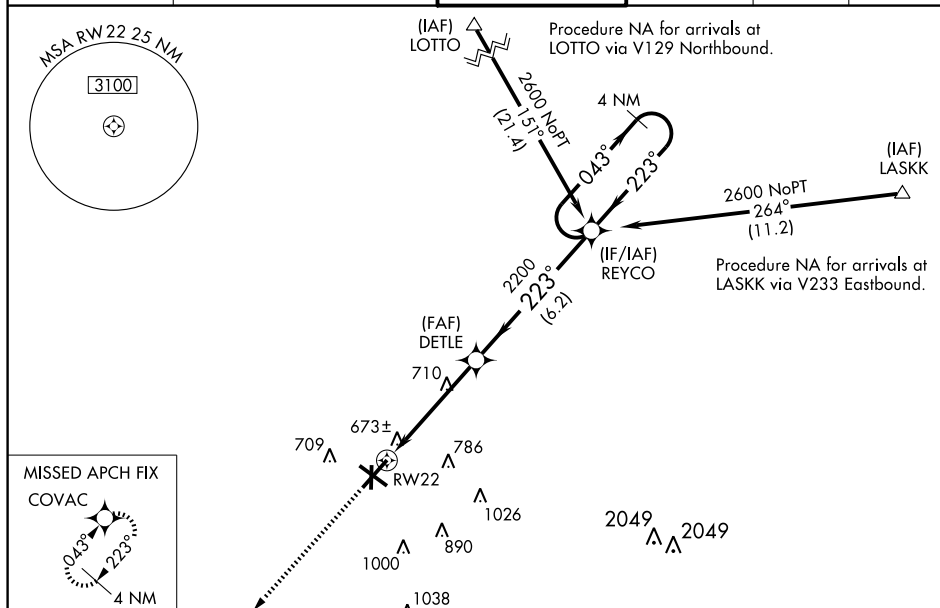
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
⚠ If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Logan County altimeter setting. For inoperative MALS, increase LPV visibility to 1 all Cats and LNAV Cat. D visibility to 1¼.



MISSED APPROACH: Climb to 2700 direct COVAC and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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2700	COVAC	4 NM Holding Pattern			
*LNAV only.		DETLE	223°	043° → 2600	GS 3.00° TCH 54
RW22		1 NM	3.8 NM	6.2 NM	
CATEGORY	A	B	C	D	
LPV DA	883-½		286 (300-½)		
LNAV/VNAV DA	941-¾		344 (400-¾)		
LNAV MDA	960-½		363 (400-½)		960-1 363 (400-1)
CIRCLING	1020-1¼ 423 (500-1¼)	1060-1¼ 463 (500-1¼)	1060-1½ 463 (500-1½)	1200-2 603 (700-2)	

WAAS CH 90124 W31A	APP CRS 308°	Rwy Idg TDZE Apt Elev	7000 590 597
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RNAV (GPS) RWY 31

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

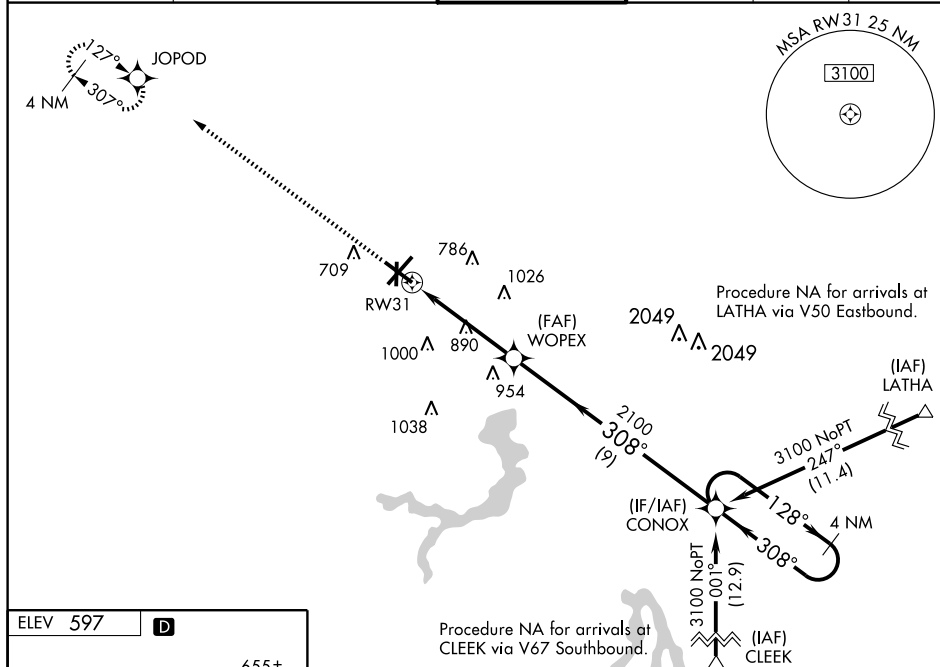
⚠ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
If local altimeter setting not received, use Logan County altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Logan County altimeter setting. For inoperative MALSR, increase LPV visibility to $\frac{3}{4}$ all Cats, increase LNAV/VNAV Cat. D visibility to 1.

MALSR

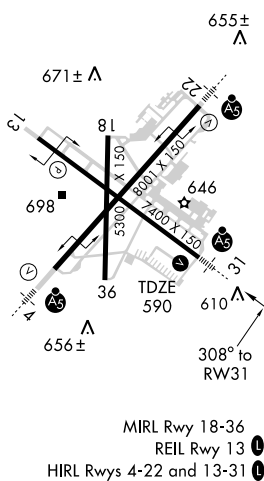


MISSED APPROACH: Climb to 2500 direct JOPOD and hold.

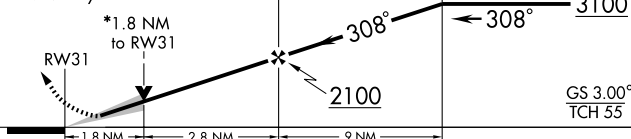
ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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ELEV 597

D

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	840- $\frac{1}{2}$ 250 (300- $\frac{1}{2}$)			
LNAV/VNAV DA	865- $\frac{1}{2}$ 275 (300- $\frac{1}{2}$)			865- $\frac{3}{4}$ 275 (300- $\frac{3}{4}$)
LNAV MDA	1200- $\frac{1}{2}$ 610 (700- $\frac{1}{2}$)	1200- $\frac{1}{4}$ 610 (700- $\frac{1}{4}$)	1200- $\frac{1}{2}$ 610 (700- $\frac{1}{2}$)	1200-2 610 (700-2)
CIRCLING	1200-1 603 (700-1)	1200- $\frac{3}{4}$ 603 (700- $\frac{3}{4}$)	1200-2 603 (700-2)	1200-2 603 (700-2)

VORTAC SPI 112.7 Chan 74	APP CRS 055°	Rwy Idg 8001 TDZE 593 Apt Elev 598
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VOR/DME RWY 4

SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPI)

T When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet and increase S-4 Cat C visibility to RVR 4000.

A For inoperative MALS R, increase S-4 Cat D visibility to RVR 6000.

ASR VDP NA when using Lincoln altimeter setting.



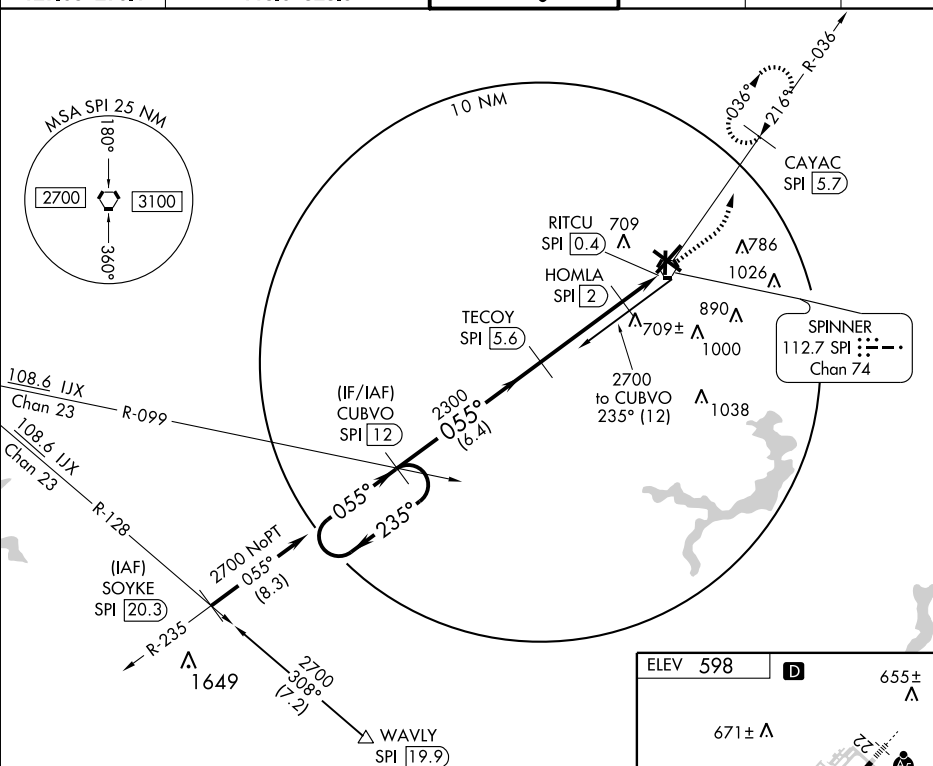
MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 via SPI VORTAC R-036 to CAYAC/5.7 DME and hold.

ATIS
127.65 270.1

SPRINGFIELD APP CON ★
118.6 323.0

SPRINGFIELD TOWER ★
121.3(CTAF) **L** 257.8

GND CON
121.9 348.6

CLNC DEL
121.7UNICOM
122.95

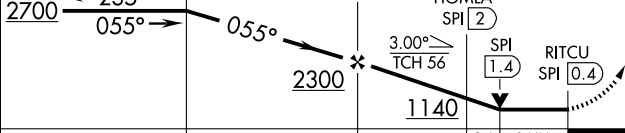
One Minute Holding Pattern

CUBVO
SPI 12

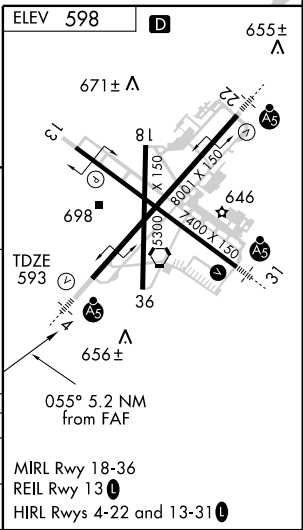
SPI 5.6

1500	2200
↑	↙
	SPI
	0.02%

SPE 5.7



CATEGORY	A	B	C	D
S-4	960/24 367 (400-½)			960/50 367 (400-1)
CIRCLING	1020-1 422 (500-1)	1060-1 462 (500-1)	1060-1½ 462 (500-1½)	1200-2 602 (600-2)



SPRINGFIELD, ILLINOIS
Orig 03JUN10

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

39°51'N-89°41'W

VOR/DME RWY 4

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3, 23 SEP 2010 to 21 OCT 2010

VORTAC SPI 112.7 Chan 74	APP CRS 134°	Rwy Idg 7217 TDZE 592 Apt Elev 598
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VOR/DME RWY 13

SPRINGFIELD/ ABRAHAM LINCOLN CAPITAL (SPI)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet and increase Cat C and D visibility ¼ mile. VDP NA when using ASR Lincoln altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3100 via SPI VORTAC R-116 to PUWGO/SPI 11.5 DME and hold.

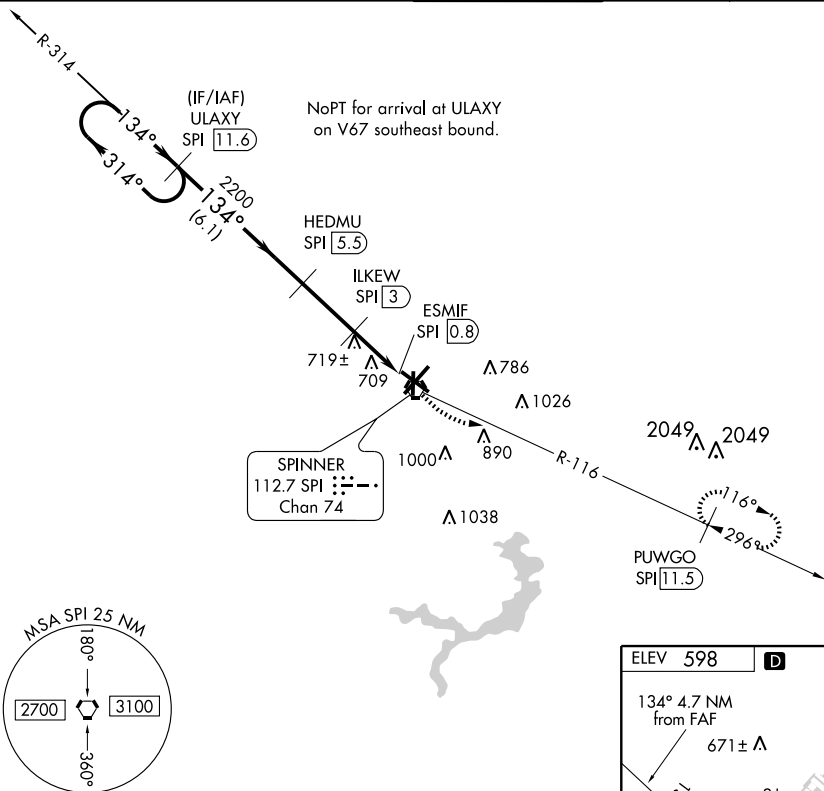
ATIS
127.65 270.1

SPRINGFIELD APP CON ★
118.6 323.0

SPRINGFIELD TOWER ★
121.3(CTAF) **L** 257.8

GND CON
121.9 348.6

CLNC DEL
121,7

UNICOM
122.95

One Minute Holding Pattern

ULAXY
SPI 11.6

1500	
------	--

3100	PR
SPI	SI

115

2500 -

$$\begin{array}{r} 31 \\ \hline 12 \end{array}$$

49

10

212

SPI

3 SPI

1

○



CATEGORY

A	B
980-1	388 (400-1)

D
980-1¼

MIRL Rwy 18-36
REIL Rwy 13 **L**
HIRL Rwy 4-22 and 13-31 **L**

SPRINGFIELD, ILLINOIS
Orig 03JUN10

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

39°51'N-89°41'W

VOR/DME RWY 13

EC-3. 23 SEP 2010 to 21 OCT 2010

VORTAC SPI 112.7 Chan 74	APP CRS 216°	Rwy ldg TDZE 597 Apt Elev 597
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VOR/DME RWY 22

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

▼ If local altimeter setting not received, use Logan County altimeter setting and increase all MDAs 60 feet. For inoperative MALSR, increase S-22 Cat. D visibility to 1½. VDP NA when using Logan County altimeter setting.

MALSR MISSED APPROACH: Climb to 2200 via SPI R-216 then right turn direct SPI VORTAC and hold.

ATIS
127.65 270.1

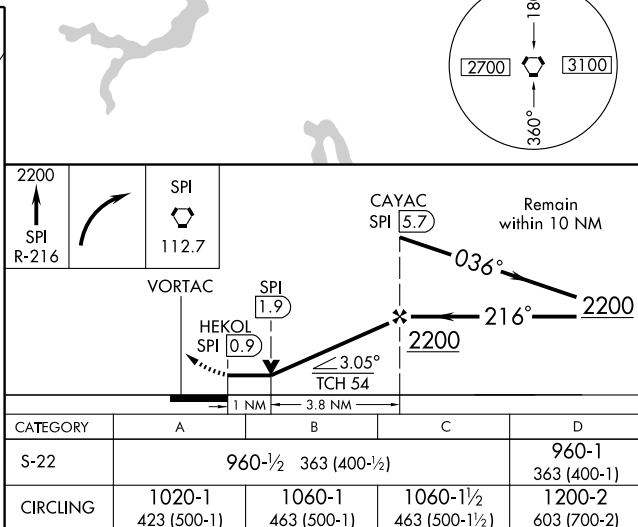
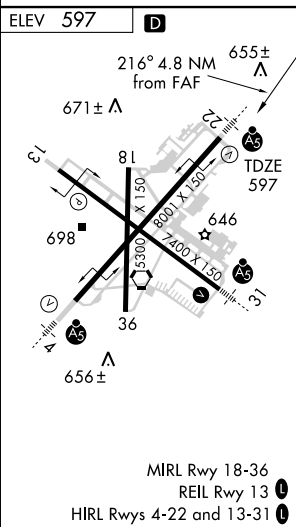
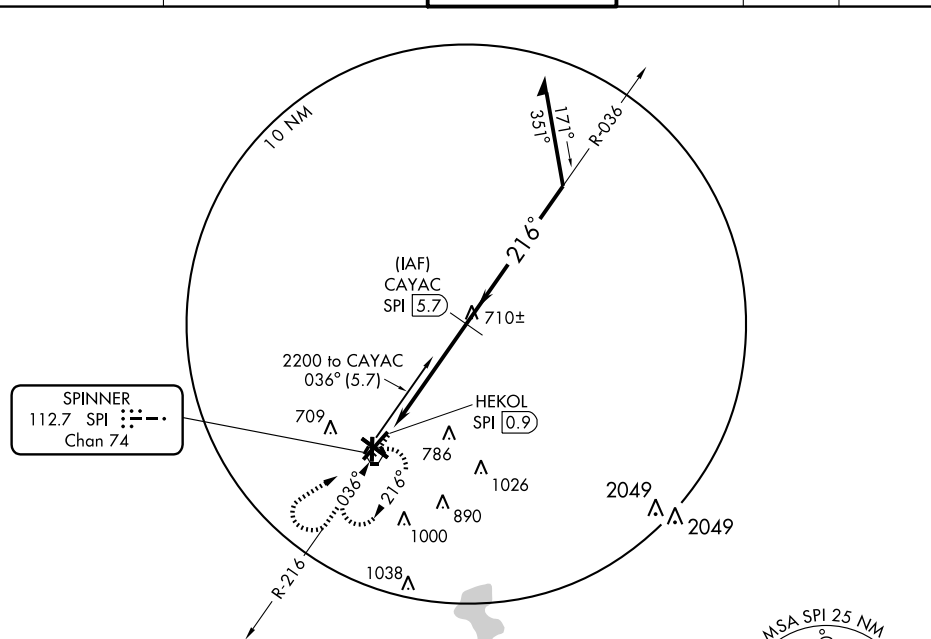
SPRINGFIELD APP CON ★
118.6 323.0

SPRINGFIELD TOWER ★
121.3 (CTAF) 0 257.8

GND CON
121.9 348.6

CLNC DEL
121.7

UNICOM
122.95



VORTAC SPI
Chan **74**
APP CRS
296°
Rwy Idg
TDZE
Apt Elev
7000
590
598

VOR/DME RWY 31

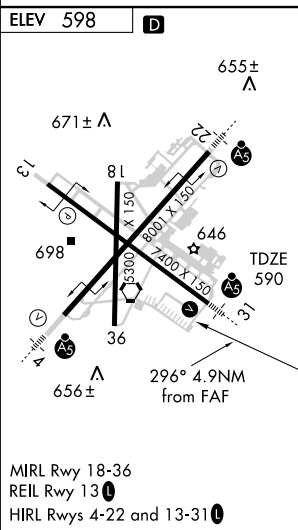
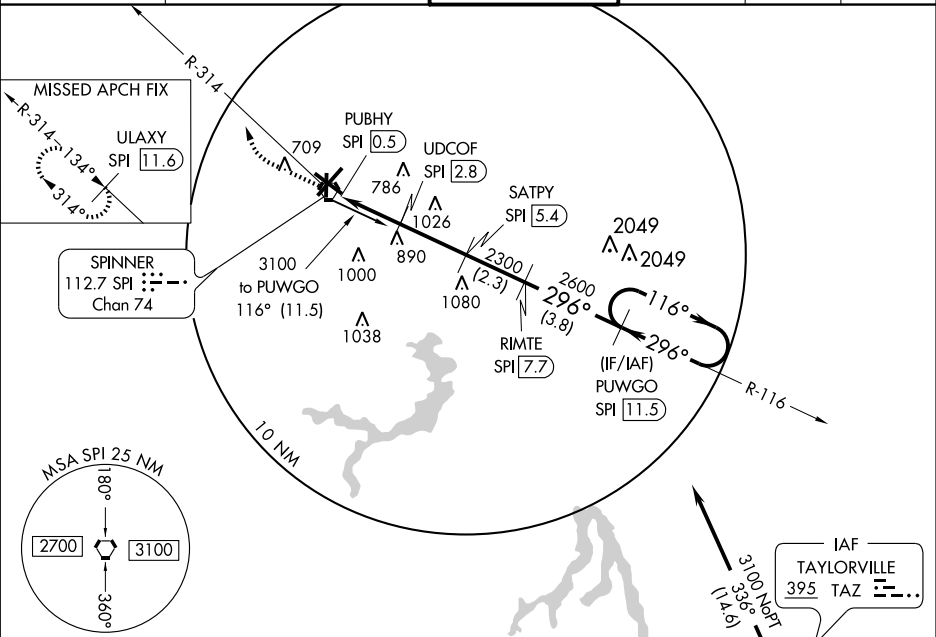
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

V When local altimeter setting not received, use Lincoln altimeter setting and increase all MDA 60 feet.
A VDP NA when using Lincoln altimeter setting.

MALSR
A5

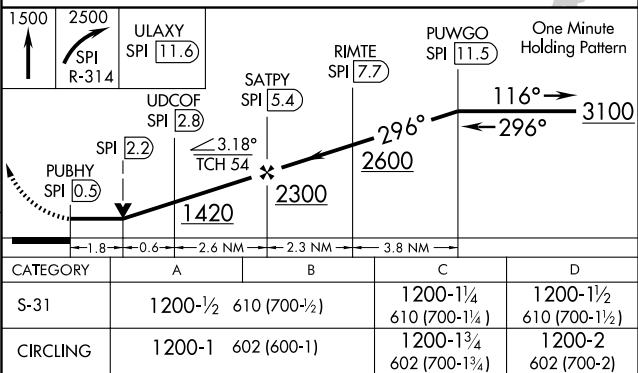
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 via SPI VORTAC R-314 to ULAXY/SPI 11.6 DME and hold.

ATIS 127.65 270.1	SPRINGFIELD APP CON ★ 118.6 323.0	SPRINGFIELD TOWER ★ 121.3 (CTAF) 0 257.8	GND CON 121.9 348.6	CLNC DEL 121.7	UNICOM 122.95
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ADF required for arrivals at CLEEK Int.

CLEEK SPI **23.9**



RUSHVILLE

SCHUY—RUSH (5K4) 1 W UTC-6(-5DT) N40°07.05' W90°35.42'

CHICAGO

665 TPA—1465(800) NOTAM FILE STL

RWY 09-27: 3565X100 (TURF) LIRL (NSTD)

RWY 09: Thld dsplcd 305'. Road. **RWY 27:** Thld dsplcd 463'. Tree.

AIRPORT REMARKS: Unattended. ACTIVATE NSTD LIRL Rwy 09-27—CTAF. Rwy 09-27 NSTD LIRL due to spacing. Rwy 09 first 305' unlgtd, Rwy 27 first 313' unlgtd. Rwy 09-27 dsplcd thld marked with white gravel both ends of rwy.

COMMUNICATIONS: CTAF/UNICOM 123.0

SACKMAN FLD (See COLUMBIA)

ST JACOB

ST LOUIS METRO—EAST/SHAHER FLD (3K6) 2 N UTC-6(-5DT) N38°43.97' W89°48.39'

ST LOUIS

477 B S2 FUEL 100LL TPA—1277(800) NOTAM FILE STL

L-27C, A

RWY 13-31: H2662X50 (ASPH) MIRL 0.3% up NW

IAP

RWY 13: Thld dsplcd 127'. Road. **RWY 31:** Pole.

AIRPORT REMARKS: Attended continuously. For noise abatement procedures ctc arpt manager 618-644-5411. MIRL Rwy 13-31 preset on low ints; to increase ints ACTIVATE—CTAF. Military helicopter ops prior permission only.

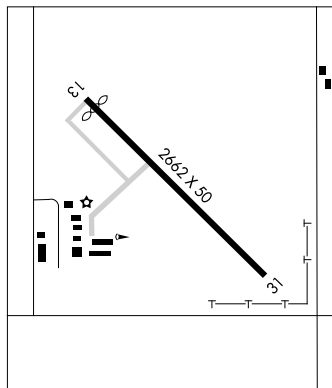
COMMUNICATIONS: CTAF/UNICOM 122.8

® **SAINT LOUIS APP/DEP CON** 124.2

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

TROY (L) VORTACW 116.0 TOY Chan 107 N38°44.35'

W89°55.12' 090° 5.3 NM to fld. 570/4E.



ST LOUIS DOWNTOWN (See CAHOKIA—ST LOUIS)

ST LOUIS METRO—EAST/SHAHER FLD (See ST JACOB)

ST LOUIS RGNL (See ALTON/ST LOUIS)

SALEM—LECKRONE (SLO) 2 NW UTC-6(-5DT) N38°38.57' W88°57.85'

ST LOUIS

573 B S4 FUEL 100LL NOTAM FILE SLO

L-27C

RWY 18-36: H4098X75 (ASPH) S-12 MIRL

IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Trees.

RWY 36: PAPI(P4R)—GA 3.0° TCH 20'. Tree.

AIRPORT REMARKS: Attended continuously. 100LL is self-serve with credit card. MIRL Rwy 18-36 preset low ints; to increase ints and ACTIVATE REIL Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (618) 548-0469.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.7

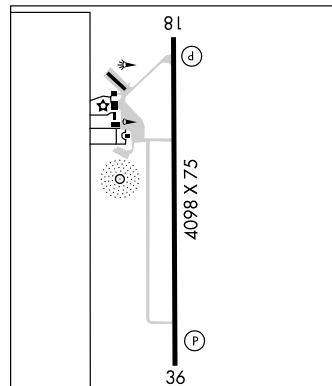
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

CENTRALIA (H) VORTAC 115.0 ENL Chan 97 N38°25.20'

W89°09.54' 030° 16.2 NM to fld.

546/4E. HIWAS.

NDB (MHW) 400 SLO N38°38.64' W88°58.04' at fld. NOTAM FILE SLO.



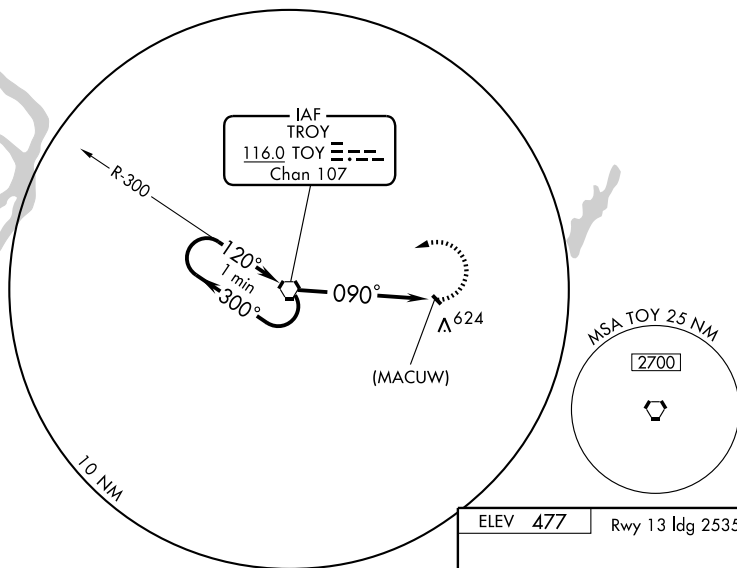
VORTAC TOY 116.0 Chan 107	APP CRS 090°	Rwy Idg TDZE Apt Elev N/A N/A 477
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VOR or GPS-A

ST JACOB/ST LOUIS METRO-EAST/SHAHER FIELD (3K6)



Use Scott AFB/Midamerica altimeter setting.

MISSED APPROACH: Climbing left turn to 2300
direct TOY VORTAC and hold.ST LOUIS APP CON
124.2 353.9UNICOM
122.8 (CTAF) **0**

A 1093

One Minute
Holding Pattern

VORTAC

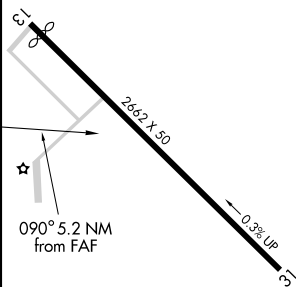
2300

TOY

116.0

2300 ← 300°
120° →(MACUW)
TOY **5.2**

5.2 NM

MRL Rwy 13-31 **0**

CATEGORY	A	B	C	D	FAF to MAP 5.2 NM					
CIRCLING	1040-1 560 (600-1)		1040-1½ 560 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	5:12	3:28	2:36	2:05	1:44

STERLING/ROCKFALLS

WHITESIDE CO ARPT—JOS H BITTORF FLD (SQI) 2 S UTC-6(-5DT) N41°44.57' W89°40.58'

CHICAGO

648 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SQI

H-5D, L-28G

RWY 07-25: H6498X150 (ASPH-PFC) S-50, D-60, 2D-90 HIRL

IAP

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 46'. Tree.

RWY 25: MALSR. Tree.

RWY 18-36: H3900X100 (ASPH-GRVD) S-18 MIRL

RWY 18: REIL. Brush. RWY 36: REIL. Road.

AIRPORT REMARKS: Attended Oct-Apr 1400-0000Z†, May-Sep

1400-0100Z†. Unattended New Years; Christmas; and Thanksgiving. Rwy 07 preferred calm wind rwy. TPA-1448 (800) for piston acft, 2148 (1500) for jet acft. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 07-25;

MALSR Rwy 25 and REIL Rws 07, 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (815) 626-2704.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **ROCKFORD APP/DEP CON** 126.0 **ROCKFORD CLNC DEL** 128.0

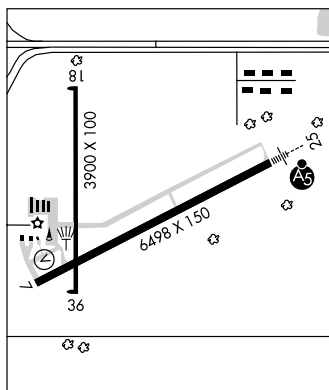
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 204° 15 NM to fld. 840/3E. HIWAS.

NDB (MHW) 254 BOZ N41°42.67' W89°47.14' 068° 5.3 NM to fld.

ILS 111.5 I-SQI Rwy 25 Unmonitored. Localizer BC unusable byd 15 NM.



TAYLORVILLE MUNI (TAZ) 2 SW UTC-6(-5DT) N39°31.95' W89°19.84'

ST LOUIS

622 B S4 FUEL 100LL, JET A TPA—See remarks NOTAM FILE TAZ

L-27C

RWY 18-36: H4001X75 (ASPH-PFC) MIRL

IAP

RWY 18: REIL. PVASI(P5IL)—GA 3.0° TCH 39' Tree.

RWY 36: PVASI(P5IL)—GA 3.0° TCH 34'. Tree.

RWY 09R-27L: H3500X60 (ASPH) MIRL

RWY 09R: REIL. PVASI(P5IL)—GA 3.0° TCH 26'. Rgt tfc.

RWY 27L: REIL. PVASI(P5IL)—GA 4.0° TCH 33'. Tree.

RWY 09L-27R: 1920X180 (TURF)

RWY 09L: Tree. RWY 27R: Thld dspcd 300'. Road. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sun 1400-0000Z†. Fuel 100LL and JET A self svc with credit card. Parachute Jumping. 172' high water twr located 3007' from end of Rwy 27L and 488' left of rwy centerline. Lighted with red obstacle lights. TPA 1422(800) TPA for Rwy 09L-27R 1222(600). PVASI left side of Rwy 18 750' from apch end and PVASI left side of Rwy 36 650' from apch end. Rwy 09L end marked with white rocks. Rwy 27R end not marked. Rwy 27R thld marked with L-shaped white rock. Rwy 18 PVASI opr only when rwy lghts are activated by CTAF. Unusable byd 6° left/rgt of course. Rwy 36 PVASI unusable byd 5° left/rgt of centerline. Rwy 09R PVASI unusable byd 8° rgt of course. Rwy 27L PVASI unusable 6° rgt/8° left of course. MIRL Rwy 18-36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09R-27L, PVASI Rwy 09R, Rwy 18, Rwy 27L and Rwy 36 and REIL Rwy 09R, Rwy 18 and Rwy 27L—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.875 395 TAZ (217) 824-9323.

COMMUNICATIONS: CTAF/UNICOM 122.8

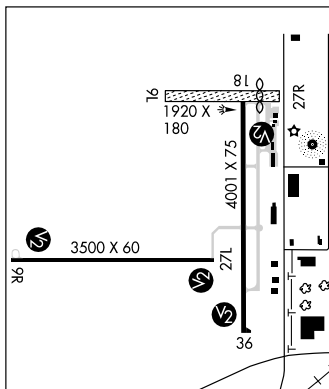
Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200-0400Z†)

KANSAS CITY CENTER APP/DEP CON 124.3 (0400-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38' W89°40.66' 140° 24.4 NM to fld. 586/1W.

NDB (MHW) 395 TAZ N39°32.17' W89°19.42' at fld. AWOS-3. NOTAM FILE STL. Unmonitored. NOTAM FILE TAZ.



TINLEY PARK HELISTOP (See CHICAGO/TINLEY PARK)

TRI-COUNTY (See YATES CITY)

TRI-TOWNSHIP (See SAVANNA)

ILS RWY 25

STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

LOC I-SQI <u>111.5</u>	APP CRS 249°	Rwy Idg 6498 TDZE 647 Apt Elev 647
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MALSR



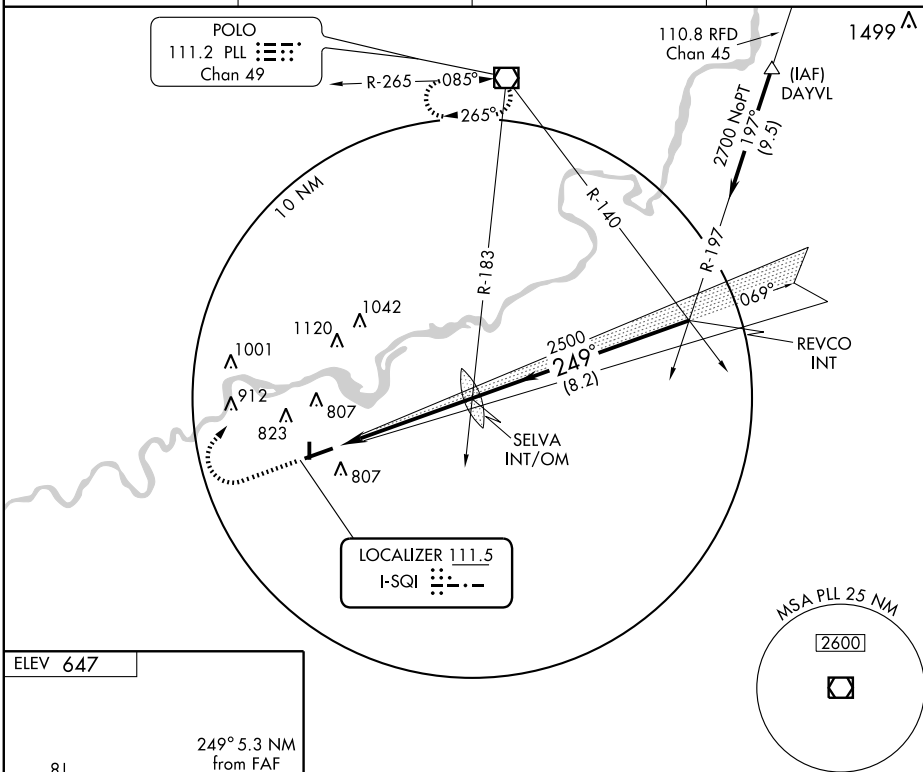
MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct PLL VOR/DME and hold.

AWOS-3
119,175

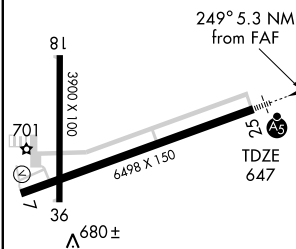
ROCKFORD APP CON
126.0 327.0

CLNC DE
128.0

UNICOM
123.0 (CTAF) **L**



ELEV 647



HIRL Rwy 7-25 **L**
MIRL Rwy 18-36 **L**
Rwy 7, 18 and 36 **L**

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

STERLING ROCKFALLS, ILLINOIS

Amdt 10 08325

WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORE FIELD (SQI)

41° 45' N-89° 41' W STERLING ROCKFALLS/

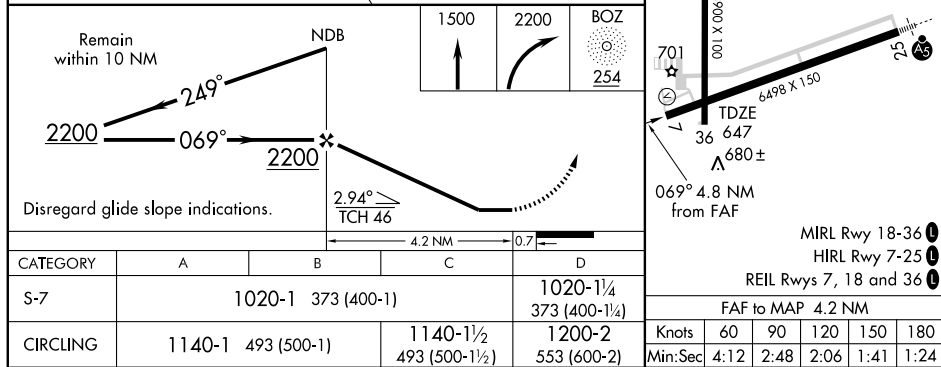
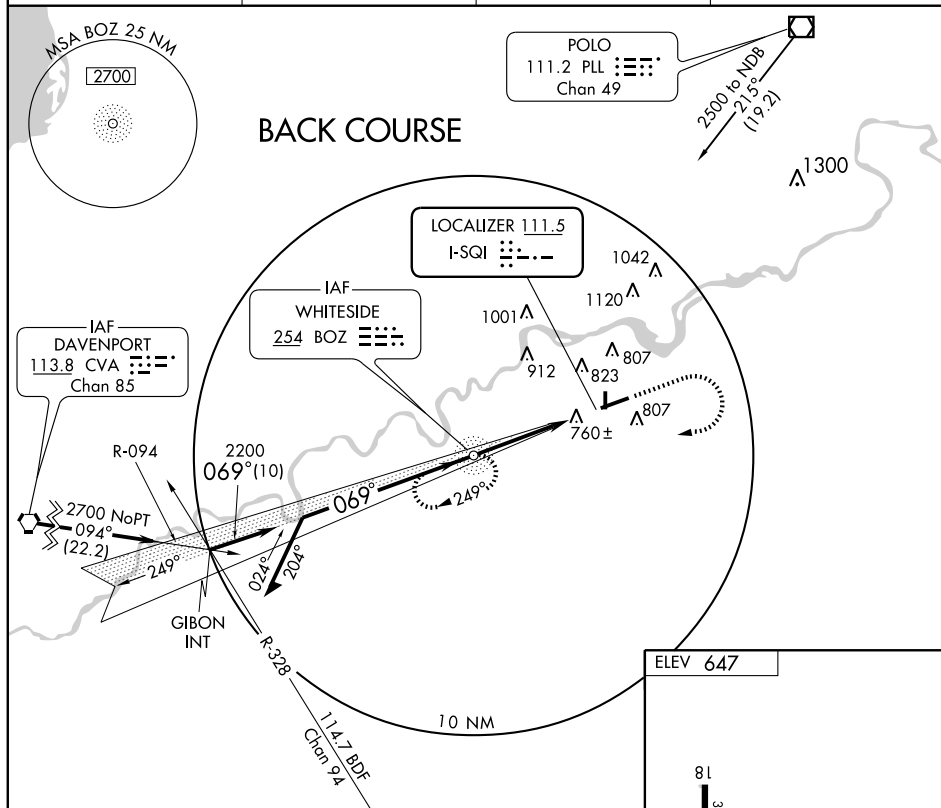
ILS RWY 25

LOC I-SQI **111.5**
 APP CRS **069°**
 Rwy Idg **6498**
 TDZE **647**
 Apt Elev **647**

STERLING ROCKFALLS/
 WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

LOC BC RWY 7

NA		ADF REQUIRED		MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct BOZ NDB and hold.	
AWOS-3 119.175		ROCKFORD APP CON 126.0 327.0		CINC DEL 128.0	UNICOM 123.0 (CTAF)



STERLING ROCKFALLS, ILLINOIS

Amdt 5A 08325

41° 45' N-89° 41' W

WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

STERLING ROCKFALLS/

LOC BC RWY 7

NDB BOZ	APP CRS	Rwy Idg	6498
<u>254</u>	069°	TDZE	648
		Apt Elev	648

STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

NDB RWY 7



When local altimeter setting not received, use Clinton altimeter setting and increase all MDA 80 feet.
 Visibility reduction by helicopters NA.

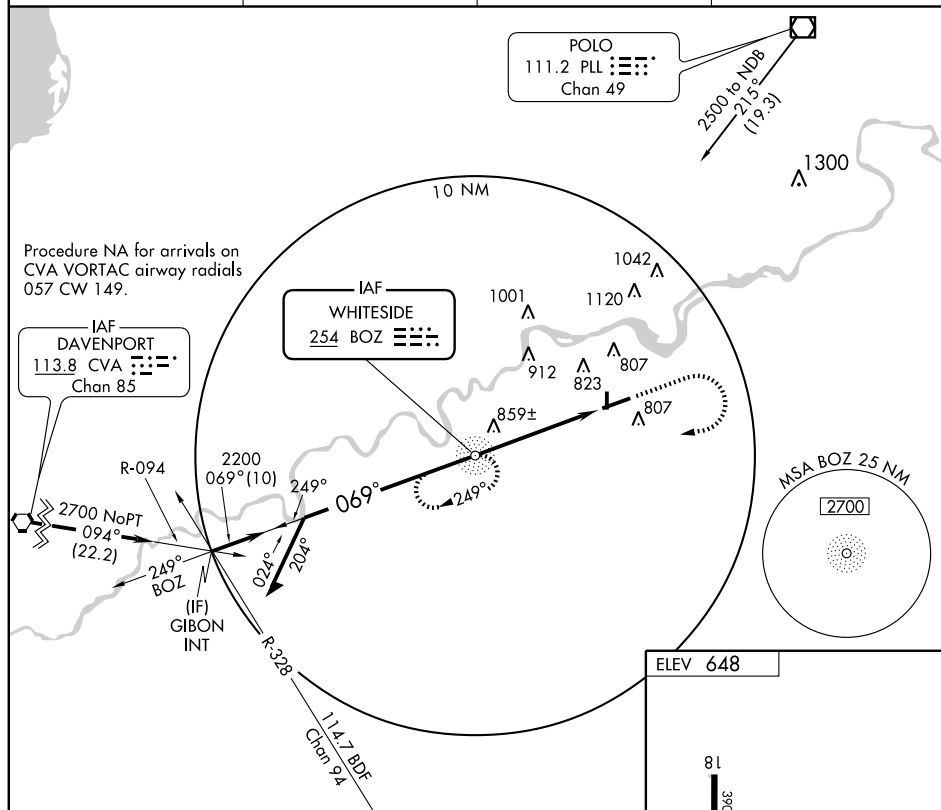
MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct BOZ NDB and hold.

AWOS-3
119.175

ROCKFORD APP CON
126.0 327.0

CLNC DE
128.0

UNICOM
123.0 (CTAF) **L**



Remain
within 10 NM

ND

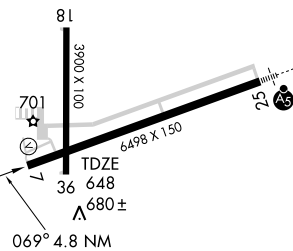
$$\frac{2200}{\text{---}} \xrightarrow{069^\circ} \frac{\text{---}}{2200}$$

2.93°
TCH 46

4.8 NM

CATEGORY	A	B	C	D
S-7	1160-1	512 (600-1)	1160-1½ 512 (600-1½)	1160-1¾ 512 (600-1¾)
CIRCLING	1160-1	512 (600-1)	1160-1½ 512 (600-1½)	1200-2 552 (600-2)

ELEV 648

HIRL Rwy 7-25 **L**

MIRL Rwy 18-36 L

REIL Rwy 7, 18 and 36 L

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

STERLING ROCKFALLS, ILLINOIS

Amdt 6 08325

41° 45' N-89° 41' W

WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

STERLING ROCKFALLS/

NDB RWY 7

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010

APP CRS	Rwy Idg	6498
069°	TDZE	648
	Apt Elev	648

STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

T
A

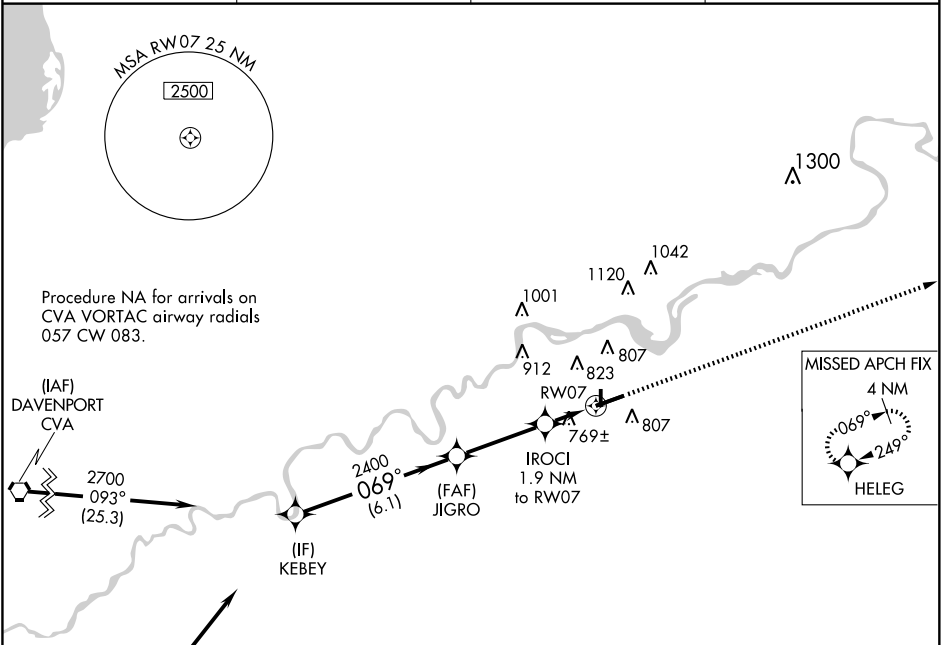
MISSED APPROACH: Climb to 2700 direct HELEG and hold.

AWOS-3
119.175

ROCKFORD APP CON
126.0 327.0

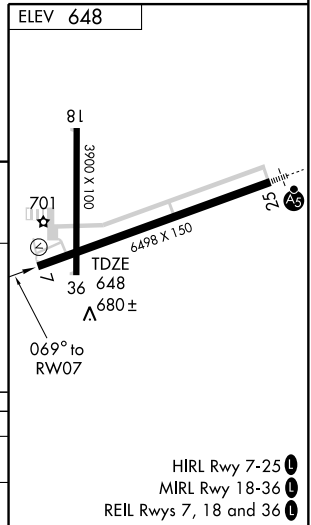
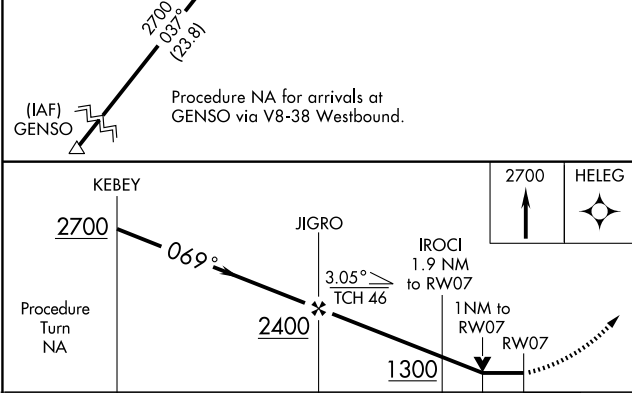
CLNC DEL
128.0

UNICOM
123.0 (CTAF) **L**



EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010



STERLING ROCKFALLS, ILLINOIS

Orig 08325

41° 45' N-89° 41' W

WHITESIDE COUNTY AIRPORT- JOSEPH H. BITTORE FIELD (SQJ)

STERLING ROCKFALLS/

RNAV (GPS) RWY 7

HIRL Rwy 7-25 **L**MIRL Rwy 18-36 **L**

REIL Rwy 7, 18 and 36 L

WAAS
CH **57910**
W25A

APP CRS
249°

Rwy Idg
TDZE **647**
Apt Elev **648**

STERLING ROCKFALLS/
WHITESIDE COUNTY AIRPORT-JOSEPH H. BITTORF FIELD (SQI)

RNAV (GPS) RWY 25

When local altimeter setting not received, use Clinton altimeter setting and increase all DA and MDA 80 feet and increase LNAV/VNAV visibility all Cats. ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Clinton altimeter setting. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile.



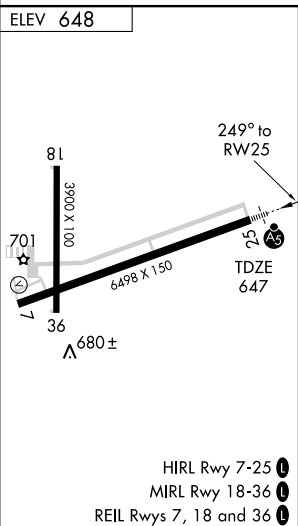
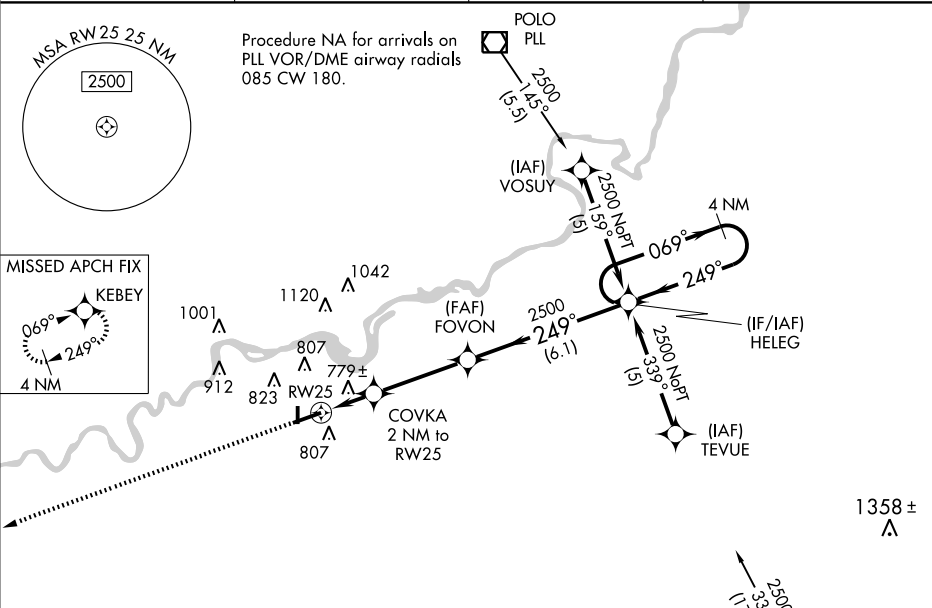
MISSED APPROACH: Climb to 2500 direct KEBEY and hold.

AWOS-3
119.175

ROCKFORD APP CON
126.0 327.0

CLNC DEL
128.0

UNICOM
123.0 (CTAF) 0



2500	KEBEY	COVKA 2 NM to RW25	FOVON	HELEG	4 NM Holding Pattern
* LNAV Only.		* 1.1 NM to RW25			
		* 1340			
		1.1 NM	0.9	3.6 NM	6.1 NM
CATEGORY	A	B	C	D	
LPV DA	897-1½ 250 (300-1½)				
LNAV/VNAV DA	1084-1 437 (500-1)				
LNAV MDA	1060-1½	413 (500-1½)	1060-¾ 413 (500-¾)	1060-1	413 (500-1)
CIRCLING	1140-1	492 (500-1)	1140-1½ 492 (500-1½)	1200-2	552 (600-2)

STERLING/ROCKFALLS

WHITESIDE CO ARPT—JOS H BITTORF FLD (SQI) 2 S UTC-6(-5DT) N41°44.57' W89°40.58'

CHICAGO

648 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SQI

H-5D, L-28G

RWY 07-25: H6498X150 (ASPH-PFC) S-50, D-60, 2D-90 HIRL

IAP

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 46'. Tree.

RWY 25: MALSR. Tree.

RWY 18-36: H3900X100 (ASPH-GRVD) S-18 MIRL

RWY 18: REIL. Brush. RWY 36: REIL. Road.

AIRPORT REMARKS: Attended Oct-Apr 1400-0000Z†, May-Sep

1400-0100Z†. Unattended New Years; Christmas; and Thanksgiving. Rwy 07 preferred calm wind rwy. TPA—1448 (800) for piston acft, 2148 (1500) for jet acft. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 07-25;

MALSR Rwy 25 and REIL Rws 07, 18 and 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.175 (815) 626-2704.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **ROCKFORD APP/DEP CON** 126.0 **ROCKFORD CLNC DEL** 128.0

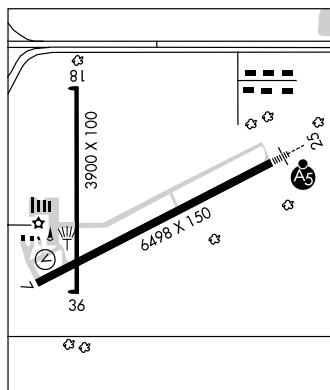
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.

POLO (L) VOR/DME 111.2 PLL Chan 49 N41°57.94'

W89°31.45' 204° 15 NM to fld. 840/3E. **HIWAS.**

NDB (MHW) 254 **BOZ** N41°42.67' W89°47.14' 068° 5.3 NM to fld.

ILS 111.5 I-SQI Rwy 25 Unmonitored. Localizer BC unusable byd 15 NM.



TAYLORVILLE MUNI (TAZ) 2 SW UTC-6(-5DT) N39°31.95' W89°19.84'

ST LOUIS

622 B S4 FUEL 100LL, JET A TPA—See remarks NOTAM FILE TAZ

L-27C

RWY 18-36: H4001X75 (ASPH-PFC) MIRL

IAP

RWY 18: REIL. PVASI(P5IL)—GA 3.0° TCH 39' Tree.

RWY 36: PVASI(P5IL)—GA 3.0° TCH 34'. Tree.

RWY 09R-27L: H3500X60 (ASPH) MIRL

RWY 09R: REIL. PVASI(P5IL)—GA 3.0° TCH 26'. Rgt tfc.

RWY 27L: REIL. PVASI(P5IL)—GA 4.0° TCH 33'. Tree.

RWY 09L-27R: 1920X180 (TURF)

RWY 09L: Tree. RWY 27R: Thld dspcd 300'. Road. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Sun 1400-0000Z†. Fuel 100LL and JET A self svc with credit card. Parachute Jumping. 172' high water twr located 3007' from end of Rwy 27L and 488' left of rwy centerline. Lighted with red obstacle lights. TPA 1422(800) TPA for Rwy 09L-27R 1222(600). PVASI left side of Rwy 18 750' from apch end and PVASI left side of Rwy 36 650' from apch end. Rwy 09L end marked with white rocks. Rwy 27R end not marked. Rwy 27R thld marked with L-shaped white rock. Rwy 18 PVASI opr only when rwy lghts are activated by CTAF. Unusable byd 6° left/rgt of course. Rwy 36 PVASI unusable byd 5° left/rgt of centerline. Rwy 09R PVASI unusable byd 8° rgt of course. Rwy 27L PVASI unusable 6° rgt/8° left of course. MIRL Rwy 18-36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09R-27L, PVASI Rwy 09R, Rwy 18, Rwy 27L and Rwy 36 and REIL Rwy 09R, Rwy 18 and Rwy 27L—CTAF.

WEATHER DATA SOURCES: AWOS-3 123.875 395 TAZ (217) 824-9323.

COMMUNICATIONS: CTAF/UNICOM 122.8

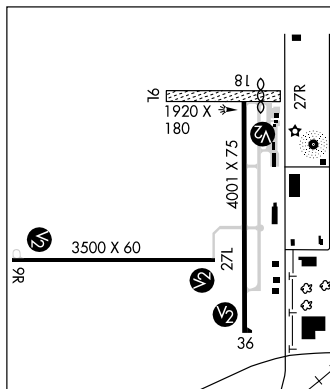
Ⓡ **SPRINGFIELD APP/DEP CON** 118.6 (1200-0400Z†)

KANSAS CITY CENTER APP/DEP CON 124.3 (0400-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SPI.

SPINNER (H) VORTACW 112.7 SPI Chan 74 N39°50.38' W89°40.66' 140° 24.4 NM to fld. 586/1W.

NDB (MHW) 395 **TAZ** N39°32.17' W89°19.42' at fld. **AWOS-3.** NOTAM FILE STL. Unmonitored. NOTAM FILE TAZ.



TINLEY PARK HELISTOP (See CHICAGO/TINLEY PARK)

TRI-COUNTY (See YATES CITY)

TRI-TOWNSHIP (See SAVANNA)

NDB TAZ 395	APP CRS 168°	Rwy Idg TDZE Apt Elev	4001 620 622
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NDB RWY 18

TAYLORVILLE MUNI (TAZ)

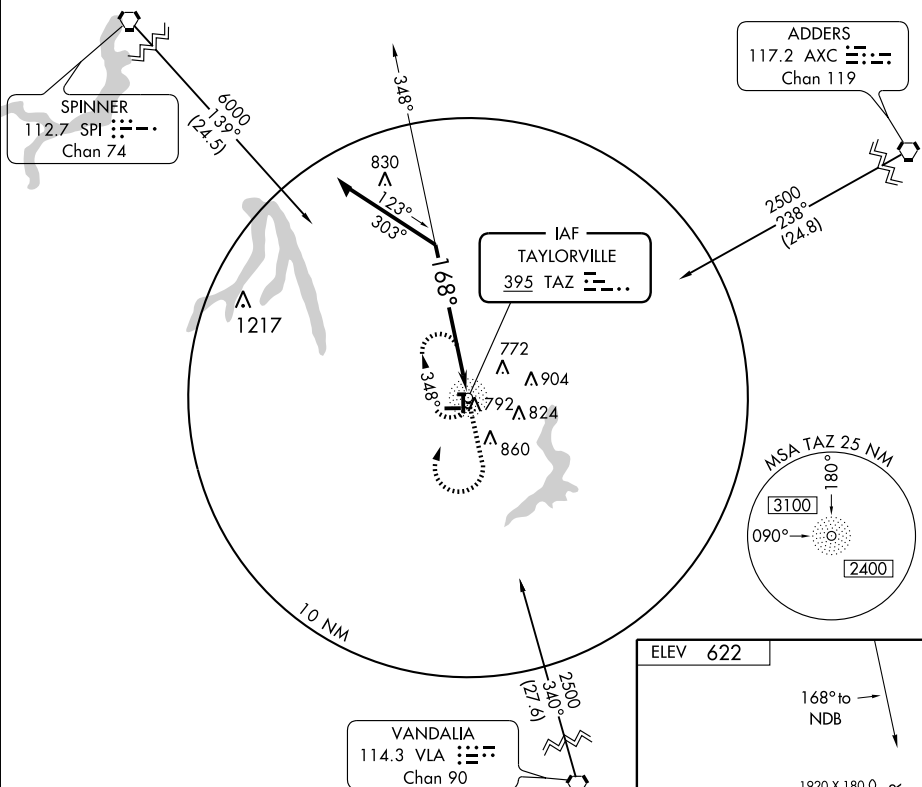
▼ When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 80 feet. Increase S-18 Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2500 then right turn direct TAZ NDB and hold.

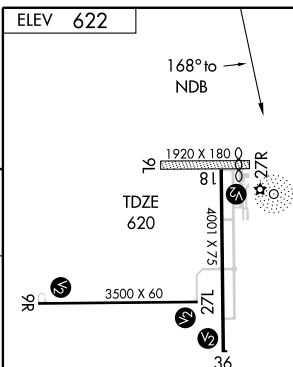
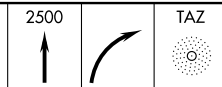
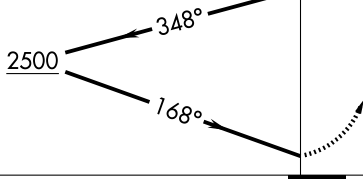
AWOS-3
123.875 395.0

SPRINGFIELD APP CON ★
118.6 323.0

UNICOM
122.8 (CTAF) 0



Remain within 10 NM



CATEGORY	A	B	C	D
S-18	1180-1	560 (600-1)	1180-1½ 560 (600-1½)	NA
CIRCLING	1180-1	558 (600-1)	1180-1½ 558 (600-1½)	NA

REIL Rwy 9R, 27L and 18
MIRL Rwy 9R-27L and 18-36

APP CRS 179°	Rwy Idg 4001
	TDZE 620
	Apt Elev 622

RNAV (GPS) RWY 18

TAYLORVILLE MUNI (T.A.Z.)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 80 feet, LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

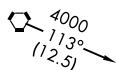
MISSED APPROACH: Climb to 2500 direct DAYRE and hold.

AWOS-3
123.875 395.0

SPRINGFIELD APP CON ★
118.6 323.0

UNICOM
122.8 (CTAF) 0

SPINNER
SPI



Procedure NA for arrivals at SPI VORTAC on airway radials 053 CW 173.

2049 **△** 2049

(IAF)
AXFIC

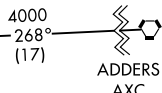
2300 NoPT
(5)

(IF/IAF)
CEBHY

2300 NoPT
(5)

(IAF)
ALQOV

Procedure NA for arrivals at AXC VORTAC on airway radials 207 CW 327.



(FAF)
EHAXO

724 ±
RW18

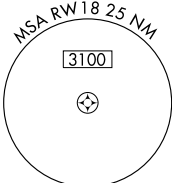
772 **△**

904 **△**

792 **△**

824 **△**

860 **△**



MISSED APCH FIX

DAYRE



4 NM
Holding Pattern

CEBHY

EHAXO

2500

DAYRE

2300

← 359°

179° →

179°

2300

3.05°

TCH 39

RW18

6.1 NM

5.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1080-1	460 (500-1)	1080-1¼ 460 (500-1¼)	NA
CIRCLING	1160-1	538 (600-1)	1160-1½ 538 (600-1½)	NA

ELEV 622

179° to

RW18

1920 X 180 0

TDZE

620

4001 X 75

75

3500 X 60

727

36

9R

27L

36

REIL Rwy 9R, 27L and 18 **0**

MIRL Rwy 9R-27L and 18-36 **0**

APP CRS
359°

Rwy Idg **4001**
TDZE **622**
Apt Elev **622**

RNAV (GPS) RWY 36

TAYLORVILLE MUNI (T.A.Z.)

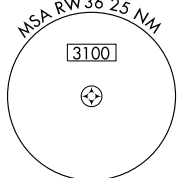
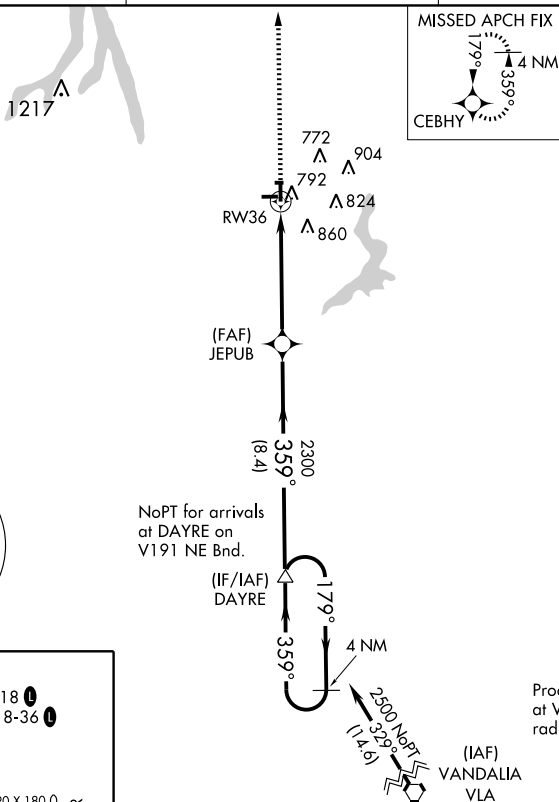
▼ If local altimeter setting not received, use Springfield altimeter setting and increase all MDAs 80 feet. When VGS1 inop, circling Rwy 18 NA at night.
▲ DME/DME RNP-0.3 NA. LNAV MDA minimums NA at night.

MISSED APPROACH: Climb to 2300 direct CEBHY and hold.

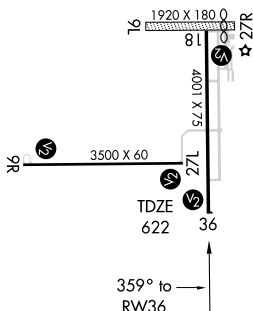
AWOS-3
123.875 395.0

SPRINGFIELD APP CON ★
118.6 323.0

UNICOM
122.8 (CTAF) 0

ELEV **622**

REIL Rwy 9R, 27L and 18
MIRL Rwy 9R-27L and 18-36



2300	CEBHY	4 NM Holding Pattern			
JEPUB		DAYRE			
RW36		179° → 2500			
3.05° TCH 34		← 359°			
5.1 NM		8.4 NM			
CATEGORY	A	B	C	D	
LNAV MDA	1100-1	478 (500-1)	1100-1¼ 478 (500-1¼)	NA	
CIRCLING	1160-1	538 (600-1)	1160-1½ 538 (600-1½)	NA	

TROY N38°44.35' W89°55.12' NOTAM FILE STL.(L) VORTACW 116.0 TOY Chan 107 090° 5.3 NM to St Louis Metro-East/Shافر Fld.
570/4E.ST LOUIS
H-5D, L-27C, A**TUNGG** N40°36.34' W89°35.59' NOTAM FILE PIA.

NDB (MHW/LDM) 356 PI 307° 5.8 NM to General Downing-Peoria Intl.

CHICAGO
L-27C**TUSCOLA** (K96) 2SW UTC-6(-5DT) N39°46.85' W88°18.37'

665 S4 FUEL 80, 100LL TPA-1465(800) NOTAM FILE STL

RWY 09-27: 2660X30 (GRVL) LIRL

RWY 09: Tree. RWY 27: Thld dsplcd 660'. Road.

AIRPORT REMARKS: Attended Mon-Fri, 1400-2200Z+. Rwy 09-27 surface is a chip and seal. Rwy 27 dsplcd thld lgts NSTD, consist of two on each side spaced at 10' btn lgts. Seasonal crops AER 09 can periodically block view of thld lgts. There is no lighted, marked dsplcd thld for ngt ops. Rwy lighting alignment does not define center of rwy. NOTE: See Special Notices—Model Rocket Activity.**COMMUNICATIONS:** CTAF 122.9

ST LOUIS

UNIVERSITY OF ILLINOIS-WILLARD (See CHAMPAIGN/URBANA)**URBANA****FRASCA FLD** (C16) 1 N UTC-6(-5DT) N40°08.78' W88°11.91'

735 FUEL 100LL, JET A OX 3 TPA-1535(800) NOTAM FILE STL

RWY 09-27: H4001X55 (CONC) MIRL 0.3% up W

RWY 09: Tree. RWY 27: Pole. Rgt tfc.

RWY 18-36: 3654X140 (TURF)

RWY 36: Thld dsplcd 318'. Pole.

AIRPORT REMARKS: Attended dawn-dusk.**COMMUNICATIONS:** CTAF/UNICOM 122.8

CHAMPAIGN RCO 122.45, 122.1R, 110.0T (ST LOUIS RADIO)

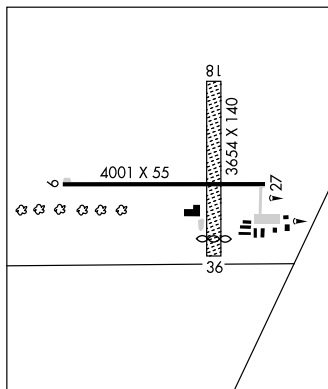
Ⓡ CHAMPAIGN APP/DEP CON 121.35 (1200-0500Z+)

CHICAGO CENTER APP/DEP CON 121.35 (0500-1200Z+)

RADIO AIDS TO NAVIGATION: NOTAM FILE CMI.

CHAMPAIGN (L) VORTAC 110.0 CMI Chan 37 N40°02.07'

W88°16.56' 025° 7.6 NM to fld. 745/3E.

CHICAGO
L-27C
IAP**VANDALIA** N39°05.62' W89°09.75' NOTAM FILE STL.

(L) VORTAC 114.3 VLA Chan 90 178° 6.2 NM to Vandalia Muni. 604/4E.

RCO 122.1R 114.3T (ST LOUIS RADIO)

ST LOUIS
H-5E, L-27C

VORTAC CMI 110.0 Chan 37	APP CRS 205°	Rwy Idg N/A TDZE N/A Apt Elev 735
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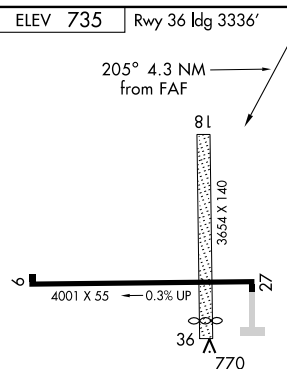
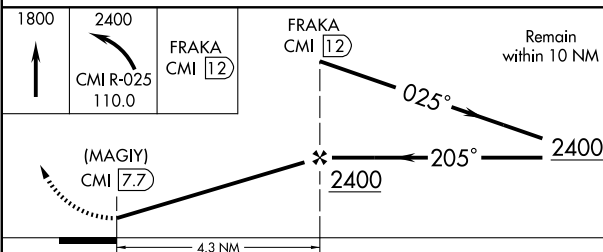
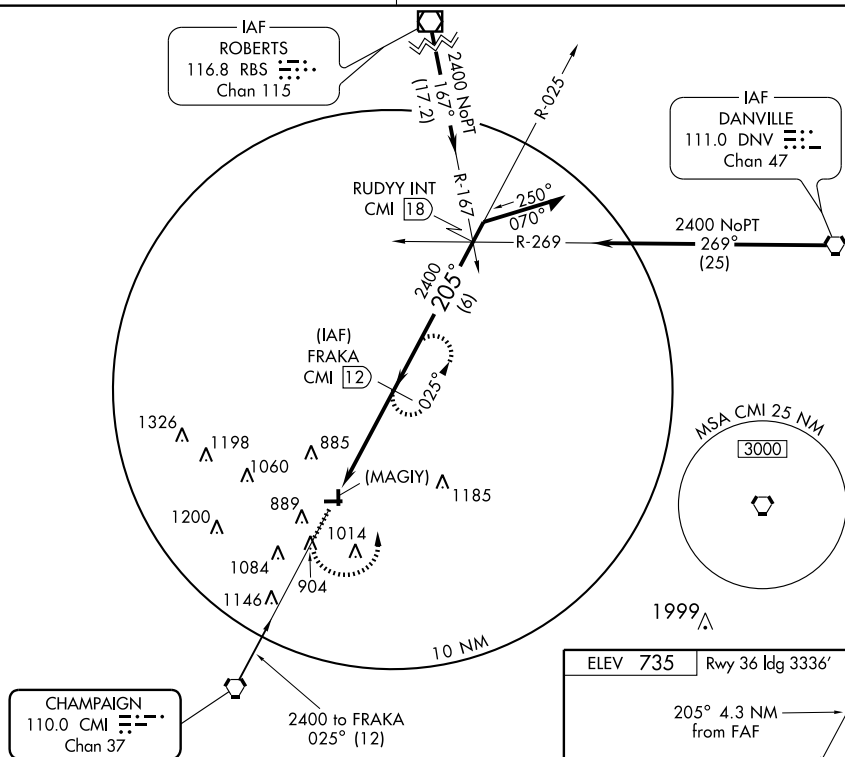
VOR/DME or GPS-B
URBANA /FRASCA FIELD (C16)

A NA Use Champaign altimeter setting; if not received, use Decatur altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 via CMI R-025 to FRAKA 12 DME and hold.

CHAMPAIGN APP CON ★
121.35 291.0

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1220-1	485 (500-1)	1220-1½ 485 (500-1½)	1320-2 585 (600-2)
DECATUR ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1	625 (700-1)	1360-1¾ 625 (700-1¾)	1460-2¼ 725 (800-2¼)

Knots	60	90	120	150	180
Min:Sec					

VORTAC CMI 110.0 Chan 37	APP CRS 025°	Rwy Idg TDZE Apt Elev N/A N/A 735
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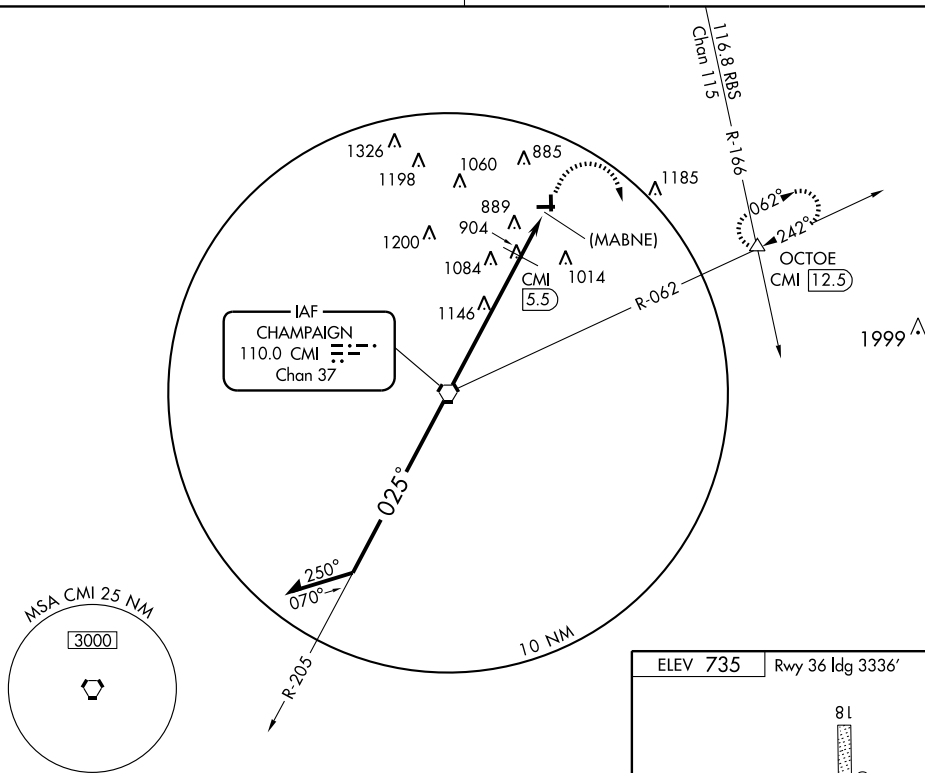
VOR or GPS-A
URBANA/FRASCA FIELD (C16)

A NA Use Champaign altimeter setting, if not received, use Decatur altimeter setting and increase all MDAs 140 feet and visibilities $\frac{1}{2}$ mile.

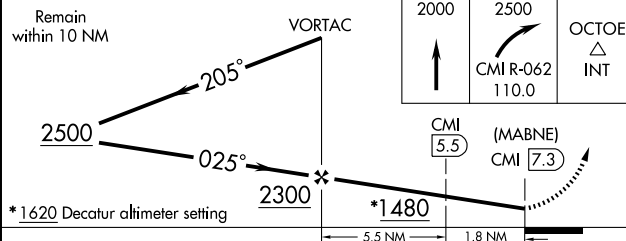
MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 via CMI R-062 to OCTOE Int and hold.

CHAMPAIGN APP CON ★
121.35 291.0

UNICOM
122.8 (CTAF)



Remain
within 10 NM



* 1620 Decatur altimeter setting

CN

(MABNE)

5.

CMI 7.3

17

*1480

5.5 NM \rightarrow

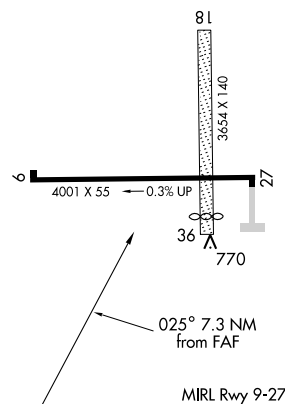
1.8 nm

CATEGORY	A	B	C	D
CIRCLING	1480-1 745 (800-1)	1480-1¼ 745 (800-1¼)	1480-2¼ 745 (800-2¼)	1480-2½ 745 (800-2½)

DME MINIMUMS

CIRCLING	1260-1 525 (600-1)	1260-1½ 525 (600-1½)	1320-2 585 (600-2)
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ELEV 735	Rwy 36 dg 3336'
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FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

VANDALIA MUNI (VLA) 3 NW UTC-6(-5DT) N38°59.49' W89°09.97'

ST LOUIS

537 B FUEL 100LL, JET A NOTAM FILE STL

L-27C

RWY 18-36: H3752X100 (ASPH-PFC) S-21 MIRL

IAP

RWY 18: REIL. PAPI (P4L)—GA 3.0 TCH 20'. Road.

RWY 36: Road.

RWY 09-27: H3001X75 (ASPH) S-19 MIRL

RWY 09: Tree. RWY 27: REIL. Tree.

AIRPORT REMARKS: Attended 1400-2300Z±. Fuel is self-serve with credit card. Parachute Jumping. MIRL Rwy 18-36 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 09-27, PAPI Rwy 18, and REILS Rwy 18 and Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS-A 122.8 (618) 283-9595.

COMMUNICATIONS: CTAF/UNICOM 122.8

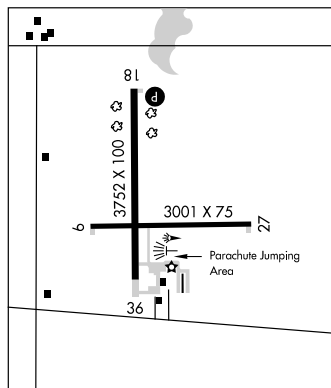
RCO 122.1R 114.3T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 124.3

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

(L) VORTAC 114.3 VLA Chan 90 N39°05.62' W89°09.75'

178° 6.2 NM to fld. 604/4E.



VEALS N39°57.97' W88°10.95' NOTAM FILE CMI.

CHICAGO

NDB (LOM) 407 CM 315° 6.2 NM to University of Illinois-Willard.

VERMILION RGNL (see DANVILLE)

WATSON

PERCIVAL SPRINGS (2T2) 1 SE UTC-6(-5DT) N39°00.84' W88°32.34'

ST LOUIS

550 B TPA-950(400) NOTAM FILE STL

RWY 18-36: 2000X100 (TURF) LIRL (NSTD)

RWY 18: Road. RWY 36: Road.

AIRPORT REMARKS: Attended 1400Z±-dusk. Predominantly ultralight and stol activity on and invof arpt. Pilots advised to monitor 122.8 due to close proximity of Effingham Co Mem. EMS helicopter operation with extensive activity is based at this arpt. Rwy 18-36 NSTD LIRL, lgts are solar powered and lgt ints varies. Windsock on top of building is lgtd with flood lgt. Rwy 18 ends marked with one orange cone on each side of rwy end.

COMMUNICATIONS: CTAF 122.9

WAUKEGAN RGNL (See CHICAGO/WAUKEGAN)

WAUKE N42°27.84' W87°48.09' NOTAM FILE DPA.

CHICAGO

NDB (LOM) 379 UG 233° 3.4 NM to Waukegan Rgnl.

WAYNE CO N38°22.80' W88°24.59' NOTAM FILE FWC.

ST LOUIS

NDB (MHW) 257 FWC at Fairfield Muni.

L-27C

WEST CHICAGO (See CHICAGO/WEST CHICAGO)

WHEELING (See CHICAGO/WHEELING)

WHITESIDE N41°42.67' W89°47.14' NOTAM FILE IKK.

CHICAGO

NDB (MHW) 254 BOZ 068° 5.3 NM to Whiteside Co Arpt-Jos H. Bittorf Fld.

L-28G

WHITESIDE CO ARPT-JOS H BITTORF FLD (See STERLING/ROCKFALLS)

WILLIAMSON CO RGNL (See MARION)

YATES CITY

TRI-COUNTY (2C6) 03 W UTC-6(-5DT) N40°46.44' W90°04.47'

CHICAGO

661 NOTAM FILE IKK

RWY 02-20: 2809X150 (TURF) LIRL (NSTD)

RWY 02: Trees. RWY 20: Trees.

AIRPORT REMARKS: Attended on call. Geese on and invof arpt. ACTIVATE NSTD LIRL Rwy 02-20—CTAF. Rwy 02-20 NSTD LIRL due to spacing. Rwy 02-20 thld marked with white gravel.

COMMUNICATIONS: CTAF 122.9

APP CRS **181°** Rwy Idg **3752**
 TDZE **534**
 Apt Elev **537**

RNAV (GPS) RWY 18

VANDALIA MUNI (VLA)

NA DME/DME RNP -0.3 NA.
 Use Salem-Leckrone altimeter setting; if not received, use
 Centralia Muni altimeter setting and increase all MDAs 20 feet.

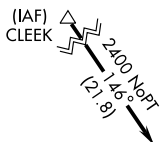
MISSED APPROACH: Climb to
 2400 direct SEYRO and hold.

AWOS-A
122.8

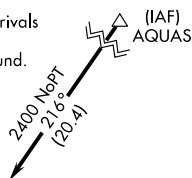
SALEM-LECKRONE
 AWOS-3
118.525

KANSAS CITY CENTER
124.3 269.15

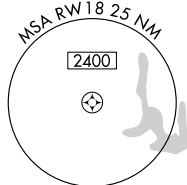
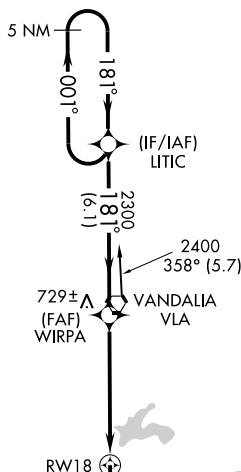
UNICOM
122.8 (CTAF) 0



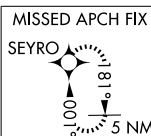
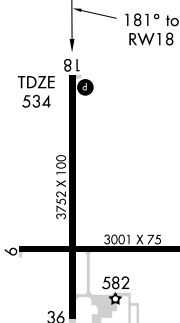
Procedure NA for arrivals
 at AQUAS
 via V313 northbound.



△ 1307



ELEV **537**



2400		SEYRO		5 NM Holding Pattern	
LITIC		WIRPA		2400	
RW18		2300		001°	
3.05°		TCH 40		181°	
5.4 NM		6.1 NM			
CATEGORY	A	B	C	D	
RNAV MDA	1040-1	506 (600-1)	1040-1½	506 (600-1½)	
CIRCLING	1040-1	503 (600-1)	1040-1½	1140-2	
			503 (600-1½)	603 (700-2)	

REIL Rwy 18 and 27 0
 MRL Rwy 9-27 and 18-36 0

VANDALIA, ILLINOIS

Orig 10154

38°59'N-89°10'W

VANDALIA MUNI (VLA)
RNAV (GPS) RWY 18

APP CRS **001°**
 Rwy Idg **3752**
 TDZE **534**
 Apt Elev **537**

RNAV (GPS) RWY 36

VANDALIA MUNI (VLA)

NA DME/DME RNP -0.3 NA.
 Use Salem-Leckrone altimeter setting; if not received, use
 Centralia Muni altimeter setting and increase all MDAs 20 feet.

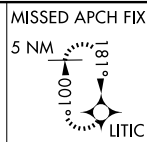
MISSED APPROACH: Climb to
 2400 direct LITIC and hold.

AWOS-A
122.8

SALEM-LECKRONE
 AWOS-3
118.525

KANSAS CITY CENTER
124.3 269.15

UNICOM
122.8 (CTAF)



VANDALIA
 VLA
 2400 to SEYRO
 182° (17.7)

Procedure NA for arrivals
 at VLA VORTAC
 via V67 northbound.

RW36
 664±

1020

(FAF)
 RACOV

2300
 (6)

(IF/IAF)
 SEYRO

181°

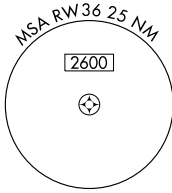
001°

5 NM

2400 NoPT
 360° (22.7)

(IAF)
 CENTRALIA
 ENL

Procedure NA for arrivals
 at ENL VORTAC
 via airway radials 006 CW 042.



ELEV 537

5 NM
 Holding Pattern

SEYRO

2400

LITIC

2400

181°

001°

001°

RACOV

2300

3.05°

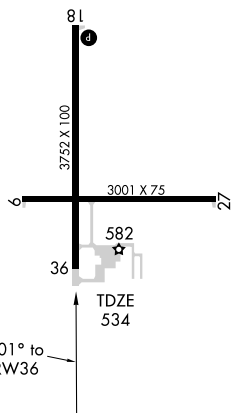
TCH 40

RW36

6 NM

5.3 NM

CATEGORY	A	B	C	D
RNAV MDA	980-1	446 (500-1)	980-1½ 446 (500-1½)	980-1½ 446 (500-1½)
CIRCLING	1040-1	503 (600-1)	1040-1½ 503 (600-1½)	1140-2 603 (700-2)



001° to
 RW36

REIL Rwy 18 and 27
 MIRL Rwy 9-27 and 18-36

VORTAC VLA 114.3 Chan 90	APP CRS 177°	Rwy Idg 3752 TDZE 534 Apt Elev 537
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VOR RWY 18
VANDALIA MUNI (VLA)

ANA

Use Salem-Leckrone altimeter setting. If not received, use Centralia Muni altimeter setting and increase all MDAs 20 feet.

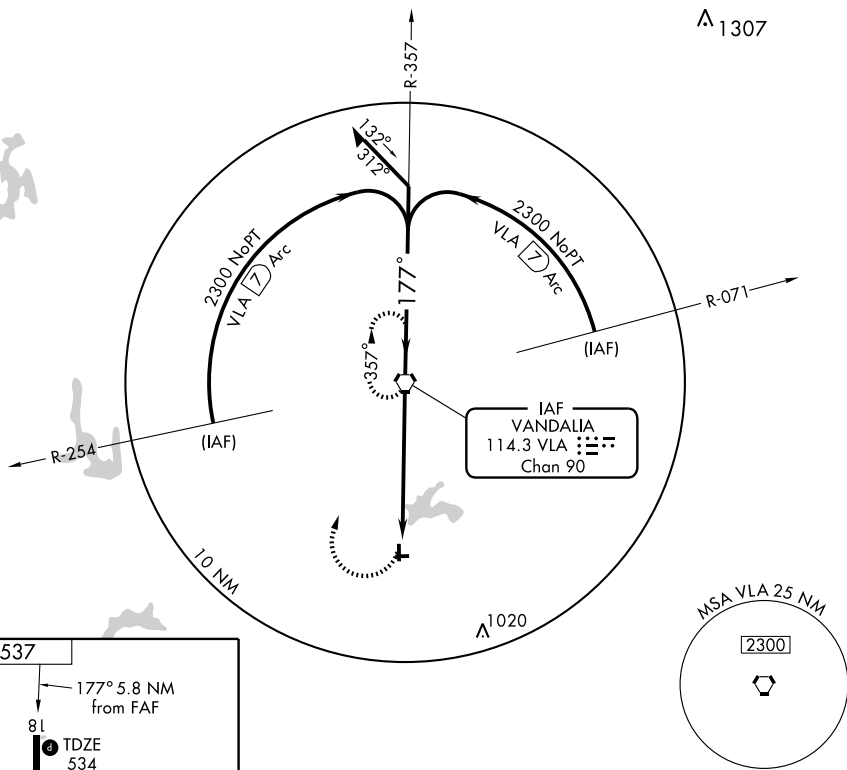
MISSED APPROACH: Climbing right turn to 2300 direct VLA VORTAC and hold.

AWOS-A
122,8

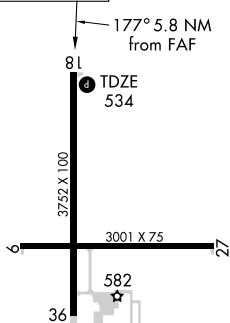
SALEM-LECKRONE
AWOS-3
118.525

KANSAS CITY CENTER
124.3 269.15

UNICOM
122.8 (CTAF) **L**



ELEV 537



REIL Rwys 18 and 27 **L**
MIRL Rwys 9-27 and 18-36 **L**

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

VLA

VORTAC

Remain within 10 NM

2300

357°

177°

2300

VLA
5.8

5.8 NM

CATEGORY	A	B	C	D
S-18	1140-1 606 (700-1)		1140-1 ³ / ₄ 606 (700-1 ³ / ₄)	NA
CIRCUING	1160-1 623 (700-1)		1160-1 ³ / ₄ 623 (700-1 ³ / ₄)	NA

VANDALIA, ILLINOIS

Amdt 11B 10154

VANDALIA MUNI (VLA)
VOR RWY 18

38° 59' N-89° 10' W

EC-3, 23 SEP 2010 to 21 OCT 2010

EC-3. 23 SEP 2010 to 21 OCT 2010